THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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TOPICS OF THE DAY

THE THREE PROGRAMS OF LABOR

LABOR LEADERS AND AGITATORS are sometimes vaguely lumped together in the minds of those who can see no possible good in either. But an occasional incident or utterance shows how highly antagonistic the various labor movements often are to one another. And the Federal Commission on Industrial Relations, which is seeking "to discover the underlying causes of industrial unrest," and "to agree upon remedies of a constructive nature," thinks it valuable at the start to get the differing labor leaders to state their platforms in their own words. In order to do so the better, it has not only listened to the direct statements given at the recent hearings in New York, but has also allowed these representatives to subject one another to cross-examination as to their motives, means, and purposes. The New York dailies have been printing at some length the testimony thus secured, and some of them pay editorial tribute to its value. It is clear enough to the New York *Commercial* that "the labor-unionist is as far away from the I. W. W. or the Socialist as is capital itself, according to the claims regarding the position of capital set up by all three." As this conservative financial newspaper understands them, "the labor leaders fear that the Socialists will capture their organization and use it for political purposes, and the I. W. W.'s fear that the Socialists and the labor-unions will endeavor to sustain some form of government, whereas they themselves wish to substitute absolute anarchy for the existing social order." Or one might picture the three armies as moving along different roads, in the same direction, but with the eyes of the three generals fixt on goals at varying distances ahead.

In the statements of Mr. Vincent St. John, General Secretary and Treasurer of the I. W. W., these editors find of greatest interest the frank admission that his organization believes in the use of force "when necessary." The "primary object of the I. W. W.," the New York *Sun* quotes Mr. St. John as saying,

> "is to organize and educate the working class on a class basis, the workers constituting a distinct class. There are really only two classes that we can see, the workers and the employers. Our object is ultimately to place the industries in the hands of the working class without having to pay tribute to the employing or any other parasitical class."

Mr. St. John does not exactly mean to say that he and his fellows advocate violence. But he does say, as quoted in the New York *Evening Post*, which has printed the most complete accounts of the hearings:

> "We won't tell our members to allow themselves to be shot down and beaten up like cattle. Violence, as a general rule, is forced on us.
>
> "As for the destruction of property, it isn't ours. It is used to make the workers' lot harder. The employers are not particular if they injure our only property—brain and muscle. They put us to work with half an education, speed us up, wear us out, and leave us to die in the poorhouse. So we don't propose to show any respect for their property."

The editors of papers which Mr. St. John thinks of as "capitalistic" naturally do not approve such utterances. The New York *World* remarks that the "defiant lawlessness" of the I. W. W. "has never before been so boldly expressed." But it finds relief in the thought that—

> "Industrially, these people do not count. Politically and socially, they are blanks. They never yet have had a following of any kind except among those who were ignorant of American life and laws. To steady-going inhabitants of the United States, the very violence of their utterances is the best of antidotes."

In thus promulgating his gospel of violence, "St. John sounded the doom of his organization," in the St. Louis *Republic's* opinion; because "there are not enough acknowledged murderers in the United States to keep it alive." The St. Louis journal notes that—

> "But 14,000 I. W. W.'s are 'in good standing,' according to St. John's admission. Of the 120,000 cards issued it is evident that only 14,000 found themselves willing to run even a remote risk of going to the gallows or the electric chair at the direction of St. John and others of the leaders. The movement is progressing backward, so far as its growth is concerned. . . . . . .
>
> "His sounding the murder note has lessened the chances of Mr. St. John's pleasant little organization getting much farther along than the soap-box, alley-hall stage."

Mr. St. John's remarks lead the New York *Evening Post* to take a quick glance at Colorado, Ulster, the London art-galleries, and other disturbed places, and to conclude that "violence as a means of attaining political or social ends seems to be in a kind of revival the world over." Yet *The Evening Post* still hopes that this is but "a passing madness," and is confident that "a little experience will show its futility." The Brooklyn *Eagle* takes comfort

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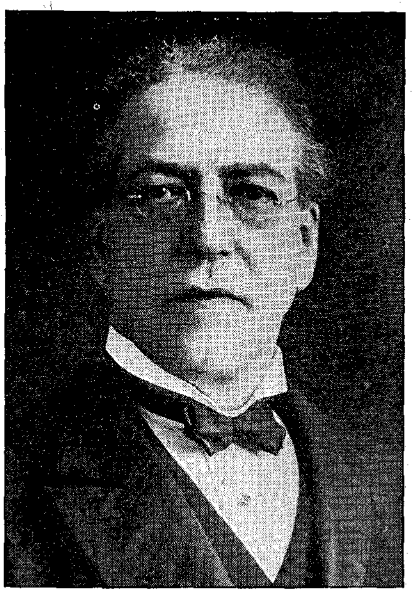

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SAMUEL GOMPERS.

As President of the American Federation of Labor, he accuses the Socialists of diverting the working men's attention from immediate needs "to something remote."

VINCENT ST. JOHN.

He represents the Industrial Workers of the World as intending to put the industries "in the hands of the working class," using violence when "forced on us."

MORRIS HILLQUIT.

This Socialist leader explains that his party is fighting for the nationalization of industry, but he considers I. W. W. methods "ineffective and childish."

THREE DISCORDANT INTERPRETERS OF LABOR'S DEMANDS.

by reflecting that "luckily the organized Socialists, with analogous ideals" to those of the I. W. W., "favor no such methods," "and still more luckily for domestic peace, the larger section of organized labor is not arguing for a program of violence."

This brings us to Mr. Morris Hillquit's statement that the purpose of the Socialist party in the United States is the nationalization of industry. As *The Evening Post* summarizes the testimony of this lawyer, who has so often defined and defended Socialism:

> "Important industries should not be privately controlled for profit without regard to the public welfare. The party does not advocate national ownership of all industries, but would substitute for private ownership some form of social ownership best adapted to individual cases. For instance, it would stand for national ownership of railroads or interstate communication, or mines, or 'trustified' business now organized on a national scale. Other industries might be best operated by the State; others, such as gas- and water-works, by cities, and some smaller still by cooperative groups working under public regulation. Industries might even be run under private management, such as the arts and crafts, which are not based on exploitation of labor."

Testifying later, Mr. Hillquit went on to show the relation between Socialism and the American Federation of Labor, as seen from the Socialistic viewpoint. He said, as quoted in *The Evening Post:*

> "The number of persons who support the Socialist movement in the United States is about 3,000,000. The labor movement and the Socialist movement must be considered as one, in ultimate aim. The Federation holds, like the Socialists, that an increasing share of the products of labor should go to labor, and that eventually the workers should entirely own the wealth they produce. Thus the aim is the same. The difference is one of consciousness. The Federation looks to present remedies; the Socialist looks to the ultimate results, and builds his philosophy consciously on that larger view. . . . . . .
>
> "Let me say right here that the Socialist party has no sympathy with the methods of the I. W. W.—they are ineffective and childish. But through the I. W. W. manifestations there looms a new spirit. The cause underlying the demonstrations is the fact that the spread of the use of machinery has made skilled labor relatively useless in comparison with unskilled labor. The Federation should have made stronger efforts to organize unskilled labor."

But when President Samuel Gompers, of the Federation of Labor, had his chance, he replied, according to the New York *World's* account of the hearings:

> "The American Federation of Labor has devoted more of its energies, its time, and its money to the organization of unskilled labor than it has to any other feature, and for this the Socialists have seen fit to attack me bitterly in New York and elsewhere. It is the intention of the Socialist party to divert the attention of the workmen from the immediate struggle and the immediate needs to something remote."

The cross-examination of Mr. Gompers by Mr. Hillquit developed into a verbal tilt which became at times bitter. One explanation of this lies in the fact that Mr. Gompers has led the successful fight to keep the American Federation of Labor from committing itself to Socialism, and some of the Socialistic attacks upon him have been vitriolic. Throughout the debate, Mr. Hillquit tried in vain to force from President Gompers the admission that the Federationist and Socialist program differed only in the point of quantity.

Mr. Gompers made it clear to his questioners that the only kind of force he approved was "moral force"; "when compulsion is used, only resentment is aroused and the end is not gained. Only through moral suasion and appeal to man's reason can a movement succeed." He called attention to the Federation's successful work for better wages and working hours, for more effective inspections of workshops and mines, and against child-labor. He said that the Federation favors legislation limiting the work-day for women and children. But Mr. Gompers objects to minimum-wage and maximum-work-day legislation for men, because he thinks they can secure the same end by their own initiative and because he looks with suspicion upon the extension of the powers of the Government over the worker. When asked to state the Federation's remedy for unemployment, Mr. Gompers said his plan would be: "To divide existing work with the unemployed, to work for an increasing share in the production and consumption of wealth for the workman, and to maintain the worker's belief that unemployment is not a necessary or permanent element of our economic system." The Federation "would favor any practical plan" for solving this problem, but, added Mr. Gompers, with a thrust at his Socialist questioner, it "is less interested in the promulgation of idle and elusive programs for eliminating every human ill than in actual work for the laboring class." But he went right on to admit that among the things indorsed by the Federation were free speech and assemblage, equal suffrage, and the initiative, referendum and recall, proportional representation in government, direct election of the President and Vice-President, amendment of the Constitution by easier methods than now prevail, and extension of the public and vocational system of education. Mr. Gompers perhaps had his recent court experiences in mind when he told the Commission how sure he was that the Federation favored "curbing the power of the courts to punish for contempt in labor cases." All this seemed to Mr. Hillquit to mean that Mr. Gompers's organization stands for "all the demands of the Socialist party, with the exception of the maximum work-day and the minimum wage." "No," was the retort; "the Socialist party has purloined the long-established platform of the American Federation." At intervals Mr. Hillquit would propound similar questions, to the growing irritation of Mr. Gompers, who declared that organized labor was working to make the life of the workers better from day to day, that it set no final goal for itself, and that for his part he would "appeal to the devil and his mother-in-law" (here going Charles S. Mellen one better) "if labor can be helped in that way." Mr. Gompers paid his final respects to the Socialist party by asserting that it "proposes to put the American workingman in an economic strait-jacket. It proposes something to which the American labor movement declines to give its adhesion."

But there was one prominent witness on hand to show that a man can be both a good Federationist and a good Socialist. Mr. Max S. Hayes, besides editing the Cleveland *Citizen*, is an organizer for the Typographical Union and also a Socialist National Committeeman. As a representative of the Union, he says, he has enjoyed the cooperation of the Socialist party. The immediate demands of the two bodies, he thinks, are the same, and he does not wholly support the policies of Mr. Debs on the one hand or of Mr. Gompers on the other. He is "a member of the trade-union movement because it is a bread-and-butter movement, meeting laborers' daily needs day by day." Hence he considers the Federation "the logical economic organization for this country." But, says Mr. Hayes, as quoted in *The Evening Post*, "we should at the same time have a political organization expressing the larger aims of the labor movement." He looks forward to a time when the workers shall control both the Government and the production of wealth. Then, "perhaps, we will make Brother Rockefeller business agent of the oil division and Judge Gary manager of the steel department."

Taking the discussion as a whole, the New York *Times* concludes that it "revealed Mr. Gompers as an opportunist, taking what he could get from any source, and Mr. Hillquit as more or less discontent with anything less than the recognition of a theory and the attainment of an ideal. They seemed to agree only in hostility to the capitalistic system." The chief regret of *The Times* is that the Committee on Industrial Relations did not give money a chance to talk:

> "The difficulties which confront wage-earners and wage-payers alike can not be settled by considering either class alone. . . . If the report is to be a factor in reviving prosperity it must find out what is the matter with capital as well as with labor. It is the duty of the Commission to induce money to talk, and it is also the duty of money to talk, and to talk with sense rather than selfishness.
>
> "If capital has ideas which it is a shame to entertain, they ought to be dragged from it, and put in contrast with such other ideas as are a discredit to the party of the other part, which shows no reluctance to put itself on exhibition. Unless the community is to surrender either to unrestrained capital or to unrestrained labor, it is the duty of public opinion to put restraints upon either or both as they may show need of it. In order that this may be done, the one side ought to speak as fully and candidly as the other. Money is making a mistake when it allows labor and philanthropy to do all the talking."

CHANGING THE TRUST LAW TO SUIT LABOR

WHETHER it is a real or only an imaginary victory that the American Federation of Labor has won in the amendments it has forced upon the Clayton Antitrust Bill is a question, many observers assure us, that only the courts can answer. In the meanwhile, however, the acceptance of these amendments by the House Judiciary Committee seems to have averted a struggle which threatened not only to wreck the Administration's antitrust program, but to disrupt the ranks of the majority party in Congress. Organized labor's demand, as first formulated by Mr. Gompers, it will be remembered, was for legislation specifically declaring that nothing in the antitrust laws "shall apply" to labor-unions or farmers' organizations. This was vigorously denounced in many quarters as a demand for "class legislation," and President Wilson, it was generally understood, thoroughly disapproved it. One of the two compromises now agreed to, according to the Washington correspondents, is an amendment to be added to the first paragraph of section 7 of the Clayton Bill. This is the paragraph:

> "That nothing contained in the antitrust laws shall be construed to forbid the existence and operation of fraternal, labor, consumers', agricultural, or horticultural organizations, orders, or associations operating under the lodge system, instituted for the purposes of mutual help and not having capital stock or conducted for profit, or to forbid or restrain individual members of such orders or associations from carrying out the legitimate objects of such associations."

To which the amendment reads as follows:

> "Nor shall such organizations, orders, or associations, or the members thereof, be held or construed illegal combinations or conspiracies in restraint of trade under the Antitrust Law."

The second amendment to be added at the demand of labor will follow section 19 of the Clayton Bill, which forbids the issuance of injunctions against "peaceful assemblage, picketing, and boycotting by the unions." Referring to such acts, the amendment reads:

> "Nor shall any of the acts specified in this paragraph be construed or held to be unlawful."

Labor representatives in Congress are satisfied with these concessions, according to the Washington correspondents, and will withdraw their threatened opposition to the Administration's antitrust program. But the same correspondents report that President Wilson denies any "surrender" to organized labor, maintaining that the proposed amendments will not exempt the unions from prosecution under the Antitrust Law if they commit acts in violation of that law. The President's supporters in the House, we learn from the Washington correspondent of the New York *Sun*, "have advised him that the language to be added to the Clayton Bill will merely clarify that section which deals with labor organizations, and will not confer special privileges." As Representative Charles C. Carlin, of Virginia, a member of the House Committee on the Judiciary which framed the original Clayton Bill, and a strong supporter of the President, states it:

> "This will prevent a bill being filed on behalf of the Government for a dissolution of labor organizations. It does not exempt labor from specific acts which would constitute a restraint of trade or a conspiracy in restraint of trade. It is a clear-cut, clean, statutory enactment of the provisions contained in the Baltimore platform."

The following explanation of the compromise amendments is given to the correspondents by Senator William Hughes, of New Jersey, a recognized labor representative:

> "In the Danbury hatters' case, the court laid down a principle which apparently made the Sherman Antitrust Law

broader in effect as to the rights of labor than the common law. The common law made the existence of a labor organization illegal unless it was superseded by a specific statute. Under that law, one man might give up his job, but if five or six agreed to do so, it was an illegal act in restraint of trade, and such cases have been punished in New Jersey, among other States. It was evident, therefore, that the Antitrust Law needed amending. The pending amendment recognizes the right of labor organizations to exist legally and to operate for mutual help within the law. In section 18 the rights of labor are enumerated, including the right to exist as an organization and the right to strike. The right is also conferred peaceably to persuade others not to work, and there is no prohibition of the primary boycott. No mention is made of the secondary boycott, and it was not asked by labor. In my judgment, it is a matter which can not be reached by legislation, anyhow."

These amendments are condemned by the New York *Tribune* (Rep.) and *Evening Post* (Ind.) for their ambiguity. "The language used," declares *The Tribune*, "is meant to cheat either the public or the labor-unions." And it goes on to say:

> "The real issue is what the labor-unions are to be permitted to do. No fair-minded person would wish to have the organization of labor lie under the ban of the law. It is necessary that labor should have the right to organize. But we have never believed that the Sherman Law denied that right. The courts never have so construed it. They have held that it forbade certain acts of labor organizations which unduly interfered with interstate trade, but never that it forbade the formation of the organizations themselves.
>
> "The labor leaders have sought to get the acts now under the ban of the law legalized, under the pretense of merely legalizing organization itself. The question is whether they are about to succeed in this through the agreement reached with the Democratic Administration. Frankly, we do not know whether they are or are not. No one can tell until the courts have passed upon the jumble of vague words into which the concession is cast."

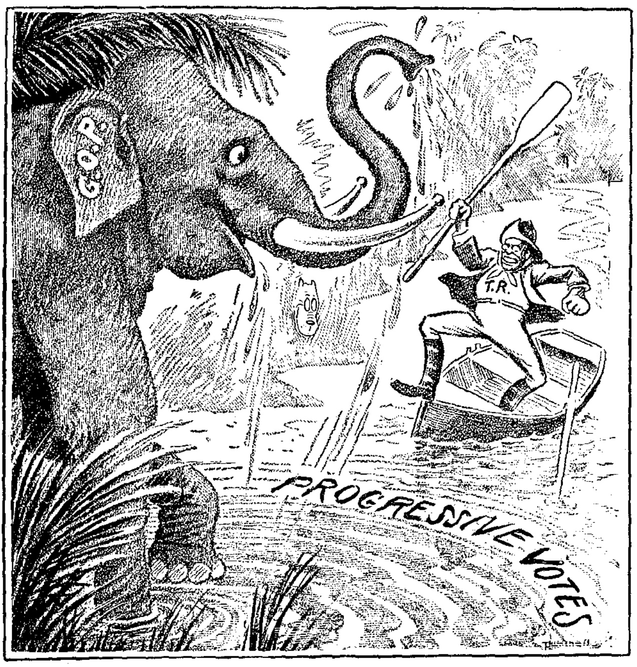
In *The Evening Post*, which also confesses itself "unable to say whether the proposed amendments will have no effect whatever, or whether they will give the labor-unions the whole of their most extreme demand," we read:

> "What that demand is, everybody knows. There is no secret about it. Labor-unions want a declaration that nothing in the antitrust laws shall apply to them. That the President is opposed to such class legislation, that he regards it as intolerable, he has indicated in various ways and on various occasions. It has been given out that he would veto any bill that embodied such a provision, or a provision coming near to this. If he had given his approval to the proposed amendment, it must be with the expectation that it will not produce the effect which alone makes it acceptable to the labor-union men. We confess that we see no point of view from which this position is defensible. If the words mean nothing, the labor men ought not to be deceived into thinking they mean something. Moreover, the matter can not end there. What they think they are getting, or may be getting, this time, they will demand next time as a matter of good faith."

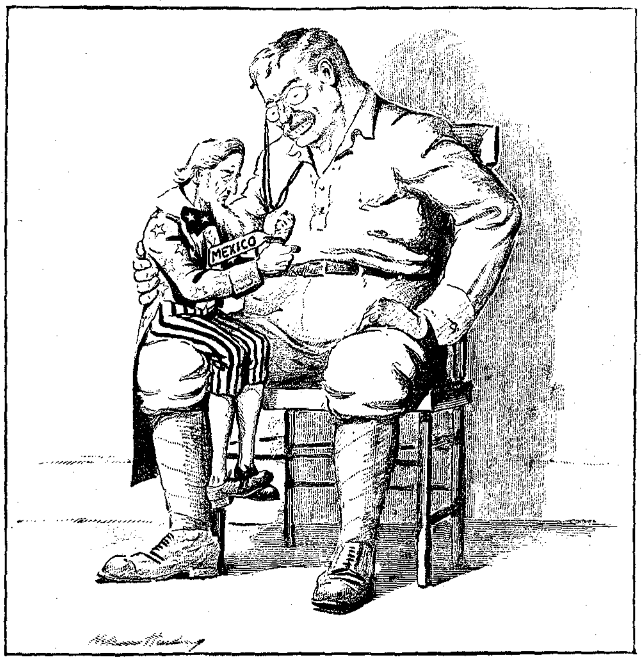
"What could be more ingenious or more edifying than to insert in a law the right of the favored classes to break the law?" jeers the New York *Sun* (Ind.), which adds, "Thus is another glory won by the 'new freedom.'" "It seems as tho the unions had not yet discovered the light of reason," remarks the New York *Times* (Ind. Dem.), which also wonders whether "privilege for any class is part of the 'new freedom.'" Among other papers which see in the alleged compromise agreement an unworthy surrender to labor's unreasonable demands we find the New York *Journal of Commerce* (Com.) and *World* (Dem.), and Brooklyn *Eagle* (Ind. Dem.). On the other hand, the New York *Globe* (Rep.) defends the amendments on the ground that they do not give the labor-unions any special privilege to commit crimes, but merely clarify and define certain rights which are already theirs. It continues:

> "But in the Danbury hat case the Supreme Court used language that suggested that perhaps labor-unions are *per se* illegal under the Sherman Law—that it is an illegal restraint of trade for men to agree to work for similar wages or to quit work in a concerted way. Several Federal district attorneys have threatened and one or two have actually begun proceedings for the dissolution of labor-unions as involving restraint of trade. Their right to exist being thus called in question, it is not strange that the labor organizations ask for an affirmative recognition.
>
> "There is no license to commit crime. Talk along this line is bosh. If a labor organization violates the Sherman Law it will be open to prosecution under the Sherman Law. But its members may not be sent to jail for merely belonging. This may be the law now, but doubt has been thrown on the right of men to combine together for the joint selling of their labor, and it is worth while to have the doubt removed."

And in the Indianapolis *News* (Ind.) we are reminded of the fact that "when the Sherman Law was under consideration, almost a quarter of a century ago, it was practically admitted that it did not apply to labor-unions." Senator Sherman himself, we are told, offered an amendment specifically providing that



"HEY THERE! QUIT DRINKING OUT OF MY RIVER!"
—Bushnell for the Central Press Association.



"NOW TELL UNCLE TEDDY ALL ABOUT IT!"
—Harding in the Brooklyn *Eagle*.

MORE DISCOVERIES BY THE COLONEL.

"this act shall not be construed to apply to any arrangements, agreements, or combinations between laborers made with a view of lessening the number of hours of labor or the increasing of wages; nor to any arrangements, agreements, or combinations among persons engaged in horticulture or agriculture, made with a view of enhancing the price of agricultural or horticultural products."

The News goes on to say:

"Tho Senator Sherman did not think the amendment necessary, he nevertheless offered and supported it in order to make the meaning of the bill clear beyond dispute. It was finally dropt because it was held that the bill did not apply to such organizations. The amendment certainly is quite as radical as the provision of the pending bill. Indeed, there is nothing in the Sherman Law that forbids the organization and existence and legitimate activity of labor organizations. It does, however, forbid the restraint of trade or commerce by any organization, as it ought to do. Restraint of trade is bad, no matter by whom practised."

The New York *Times*, however, draws a different inference from the failure of Congress to add Senator Sherman's exemption amendment to his Antitrust Law. Since Senator Teller pointed out at the time that the law would "interfere with the Knights of Labor as an organization," and Senator Hiscock remarked that "it would practically include all the trade-unions," *The Times* argues that Congress of twenty years ago, by not adding the amendment, made clear its intention to include unions in the law's interdictions.

THE MORGAN REPLY TO MELLEN

WHEN Mr. Mellen was questioned by the Interstate Commerce Commission, he carefully explained, as our readers will remember, how the late J. P. Morgan was really responsible for the New Haven's most questionable financial deals, sometimes even concealing important facts from the president of the road. But Mr. Morgan's son and business successor replies categorically: "Every one who knew my father knows this to be untrue." The detailed answer was given a prominent place in all the newspapers, but there is a noticeable editorial divergence of opinion as to its value. To some editors it is most convincing; in the judgment of others it explains nothing and answers nothing. Parts of Mr. Mellen's testimony, it should be noted, are contradicted by others besides Mr. Morgan. Lewis Cass Ledyard, once a New Haven director, would like to point out to the Interstate Commerce Commission several instances showing Mr. Mellen's memory to have been seriously at fault. The New York *Tribune's* Washington correspondent tells of a record said to be in the hands of the Commission showing that Mr. Mellen, contrary to his own testimony, had detailed knowledge of, and took active part in, the now celebrated Westchester transaction. Mr. Mellen, however, insists that what he said "was correct," and he remarked over the telephone to a New York *Sun* reporter:

"If Mr. Morgan wants to testify under oath, he can do so. The younger Morgan doesn't know himself, nor does anybody else know, what the Westchester road cost or where the money went. To this day the directors do not know. It is easy enough to look at the vote by which the Westchester deal was approved, to call the directors who were present, and ascertain what they knew about the transaction."

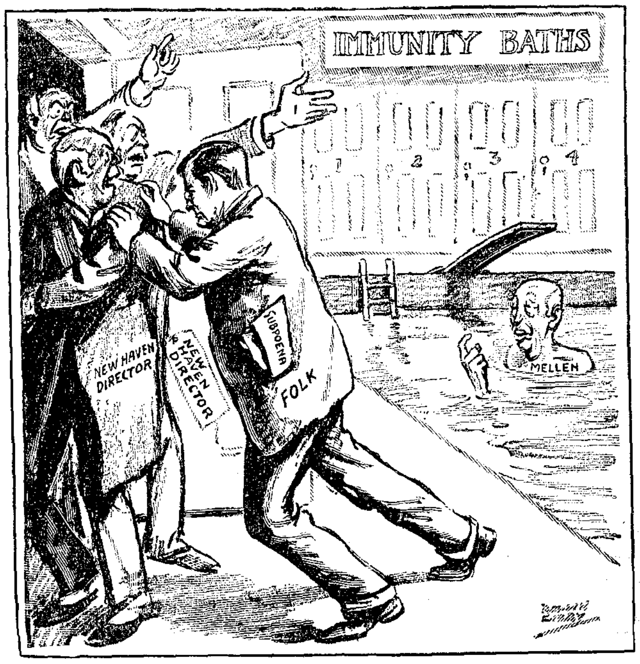
The present J. P. Morgan's statement in defense of his father's memory, it should be noted, was followed by his offer to let the Interstate Commerce Commission look over "the records of my firm and the personal records of my father," relating to the New Haven road. The offer was accepted. Mr. Morgan declares himself willing to admit his own share in the severing of Mr. Mellen's connection with the New Haven. But, he continues, there is something more important—

"Mr. Mellen, in substance, charges my father with having concealed from him, the president of the company, facts which the president of the company should have known. Every one who knew my father knows this to be untrue.

"During the last ten years of my father's life he was abroad more than one-third of the time. During the last three years of his life he was abroad one-half of the time. As the world knows, he was actively connected during this whole period with many different affairs. That he would have had the time, even if he had had the desire, to interfere actively in the management of the New Haven Railroad is impossible.

"Mr. Mellen is right in describing my father as a forceful man. He is right also in picturing my father's deep interest in New Haven affairs. My father was born in New England, and he believed in the New Haven Railroad. . . . . . .

"He undoubtedly believed that a railroad peculiarly situated as is the New Haven, with a growing passenger traffic at very low rates and with expensive improvements required all along its line, must make every effort to increase its traffic and maintain its position. He believed, moreover, that the New Haven and the Boston & Maine, which were not, in his opinion, in any sense competing lines, could be operated to the benefit of New England more advantageously together than apart, and that no harm could come to the public from this amalgamation by reason of the full measure of State and national regulation which the laws afforded. . . . But the imputation that my father in any sense took the management of the railroad, or any part of its affairs, out of the hands of the president is untrue."

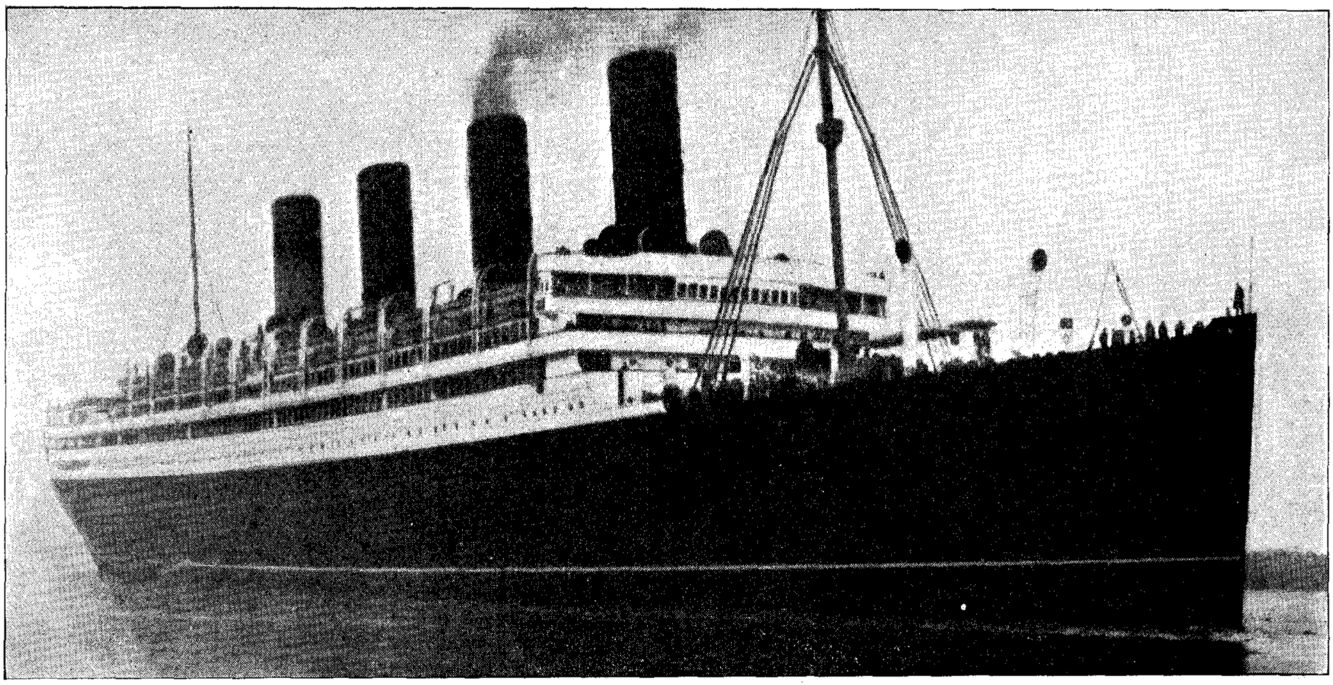


THE WATER'S FINE.
—Kirby in the New York *World*.

This is "clear and convincing" in the judgment of the Philadelphia *Press*. Mr. Morgan's statement, accompanied as it was by the offer to show the Morgan books, wins from the New York *Herald* the ultimate measure of praise: "It is characteristic of the stock from which he came." Others, however, agree that while the statement is the proper defense of a dead father by an admiring son, it "neither adds nor takes away," to use the New York *World's* phrase, "a single fact in the record of New Haven corruption." A New England daily, the Worcester *Gazette*, says, in like vein:

"The reply does not deny, either in specific or general terms, that the scandalous Westchester deal was put through at the instance of Morgan; it does not deny the purchase of the Rhode Island trolleys, not worth over $8,000,000 or $9,000,000, at a price of $20,000,000 of the money of New Haven stockholders; it does not deny the Worcester, Nashua & Rochester deal, at which Mr. Mellen says he exclaimed 'Jerusalem!' when he heard it. The reply neither explains nor denies other grave accusations.

"When he says, 'Mr. Mellen is right in describing my father as a forceful man,' he gives confirmation not only to the Mellen



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GREAT BRITAIN'S GREATEST SHIP.

The latest great transatlantic liner is the Cunarder *Aquitania*, which sailed on her maiden voyage last week. She is 901 feet long, of 97 feet beam, and has a tonnage of 47,000. She can carry 3,250 passengers and a crew of 1,000. The *Aquitania* has made a speed of 23½ knots.

testimony as to the elder Morgan's domination over the New Haven, but to a generally held popular opinion. . . . . .

"From now on, we may expect to find many attempts to shift the blame. If others are as weak as that which the younger Morgan makes, the impression of the truth of the Mellen testimony will be deepened in the public mind. The Morgan denial does not deny; it is essentially a confirmation."

But aside from this denial, several editors note with the New York *Evening Post* that while Mr. Mellen testified under oath, "he was not cross-examined," and that he had "a strong motive to place on some one else the blame for New Haven's troubles." In the eyes of *The Commercial and Financial Chronicle* (New York) his story "lacks inherent probability." It seems to this financial weekly that

"Mr. Mellen is simply trying to set up an excuse for his own delinquencies. Mr. Mellen hints at dark and devious practises with which he made no attempt to interfere, and, most remarkable of all, he admits that all the while he was conscious that the company was being victimized and swindled. . . . . . .

"It seems impossible to avoid the conclusion that he flagrantly neglected his plain duty as the executive head of the enterprise."

As a matter of fact, notes *The Financial Chronicle*, Mr. Mellen has been "forced to acknowledge that many of the most objectionable schemes were initiated by himself, and not by Mr. Morgan." The policy of "reckless expansion" in the New England transportation field is set down as a "Mellen policy."

The Springfield *Republican*, a close observer and trenchant critic of New Haven methods, declares the company "virtually a firm of two men, Morgan and Mellen." And it tries to apportion the responsibility for the various acts undertaken in accordance with the joint policy of the two partners:

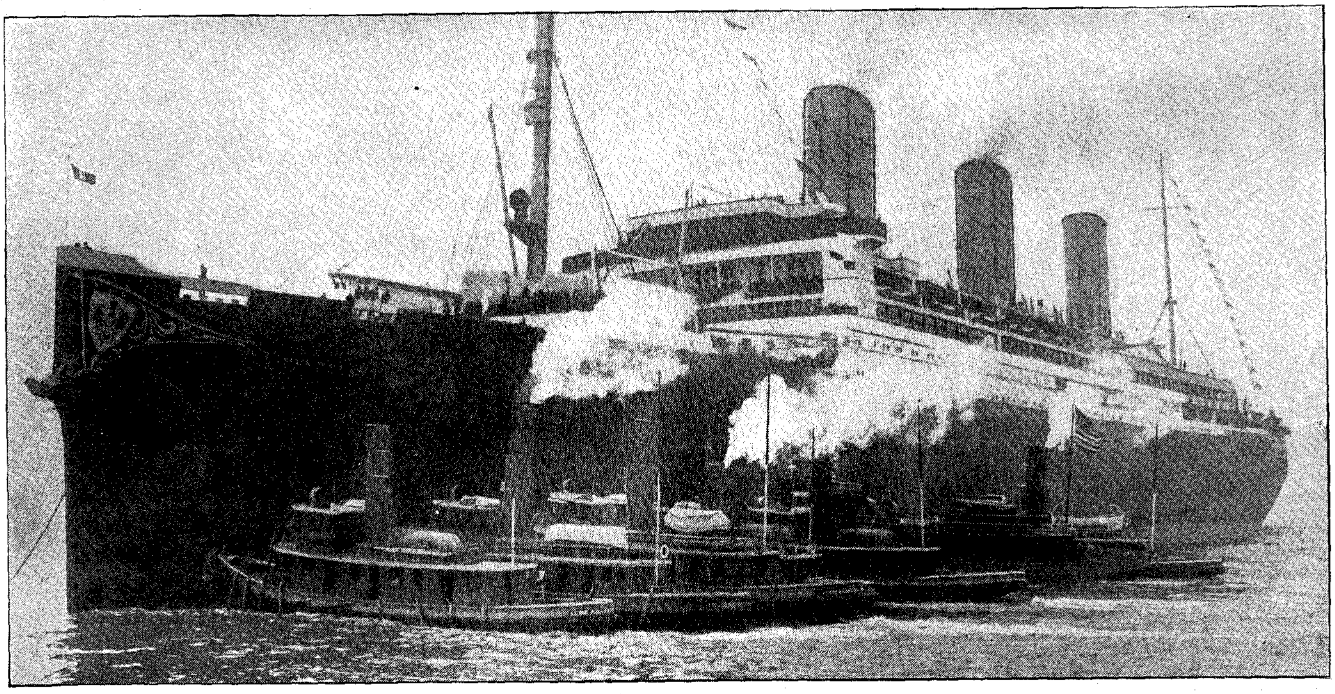
"Mr. Mellen has testified that he was frequently the victim of the acts or blunders of others. The Westchester road was forced upon him at enormous loss to the New Haven. He wished most earnestly to sell the company's steamship lines to Charles W. Morse for $20,000,000, the sum offered for them, but was dissuaded from accepting the offer by President Roosevelt. The Worcester, Nashua, & Rochester road was bought by Mr. Morgan without asking his consent and made a high-priced subsidiary of the Boston & Maine. After the negotiations with the Grand Trunk on terms dictated by Mr. Morgan, he accepted full responsibility and allowed himself to be indicted under the Federal Antitrust Law in order to shield Mr. Morgan from criminal prosecution. That these were actual episodes in Mr. Mellen's history as president of the New Haven need not be doubted in the least, but the other aspect of his case can not be ignored.

"The Boston & Maine merger was not forced on Mr. Mellen; he desired it and incessantly labored for it, even going so far as to rear the flimsy bridge of Billardism to carry it through in defiance of the law. The absorption of the Rhode Island, Connecticut, and Massachusetts trolleys was not forced upon Mr. Mellen; the unification of electric with steam roads was his dream as an operating railroad man. And the like of these were the truly big things that broke the New Haven's back by loading it with a huge floating debt representing investments in properties which were incapable of yielding a sufficient revenue to carry their own weight."

Much conjecture as to why those responsible for the New Haven embarked upon so ruinous a policy has appeared in the daily press. The more conservative papers naturally do not call it "looting." They are frankly puzzled. "Whom the gods would destroy they first make mad," quotes the New York *Journal of Commerce*. That Mr. Morgan and his associates meant well, it finds "as hard to believe as that their judgment should go so far wrong." A financial writer on the New York *Evening Post* would attribute it to "a delusion about the whole problem of finance." And he says:

"When financiers with great properties entrusted to their arbitrary dictatorship allow it to be known that they are using the resources of such properties to buy or combine with other properties, not because the price is low or the combination necessary, but solely for the sake of buying and combining as a general principle, the things are reasonably bound to happen which happened with the New Haven."

Following the New Haven inquiry, which is by no means over, there are planned, so the Washington correspondents learn, similar investigations of other railroad managements. Some correspondents report fears that the disclosures may influence or delay the Interstate Commerce Commission's rate decision. There are also fears that more radical railroad legislation may be demanded. Backers of the "interlocking directorates" bill are, on the other hand, pleased and feel certain of its passage. Friends of Government ownership of railways are likewise glad to find new material for their arguments, and the Socialists



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GERMANY'S—AND THE WORLD'S—GREATEST.

The *Vaterland*, the Hamburg-American liner, which eclipses the *Imperator* of the same fleet, arrived in New York on her first trip on May 21. She is 950 feet long, has 100 feet beam, a tonnage of 54,500, and a total carrying capacity for more than 5,000 persons.

are explaining how their party offers the only solution for the problems raised in discussion of the Mellen testimony.

"TAP LINES" TO TAP RAILROAD TREASURIES

POPULAR INTEREST in the "tap-line" decision handed down last week by the United States Supreme Court is due largely to the belief that it kills a plan to add millions to the income of the railroads without increasing freight-rates. It was pointed out by the Interstate Commerce Commission only a few months ago (see THE LITERARY DIGEST, February 14), that the trunk railroads were paying a heavy annual tax in the form of virtual rebates to those industrial corporations that owned tap lines connecting with their plants. By discontinuing these payments, said the Commission, the railroads would not only be in pocket, but they would also be obeying the law. But the Supreme Court seems to take a different view. Altho the case now decided has been before the courts for two years, and deals only with individual tap lines owned by certain specified lumber companies, the ruling is said to apply to all spur lines and industrial railways. The chief question involved was whether such lines should be classed as plant facilities, or as common carriers entitled to prorating on through freight. In placing them in the latter class the Supreme Court overruled the Interstate Commerce Commission and sustained a decision of the defunct Commerce Court. In a Washington dispatch to the New York *Times* we read:

"The Supreme Court of the United States to-day held that tap lines were common carriers, and, because of their character, entitled to enjoy divisions of joint through rates. The decision is far-reaching, not only providing for a division of revenues which trunk lines have retained during the pendency of the tap-line investigation, but, by analogy, compelling the Interstate Commerce Commission to retrace the steps it recently took in breaking up the division of joint rates between industrial lines and connecting through lines of road.

"Respecting the latter class of cases, the opinion, which was delivered by Associate Justice William R. Day, appears to have an important bearing on the 5 per cent. advance rate cases, as it will compel Eastern roads interested in the application for advanced rates to surrender to industrial lines a sum approximating $15,000,000, which, under the recent order of the Interstate Commerce Commission, would have been added to the revenues of the railroads.

"The decision was made in the case of the Louisiana & Pacific Railway Company and others.

"While the Supreme Court holds that the tap lines are common carriers, Justice Day points to the fact that the division of rates is under the control of the Interstate Commerce Commission, and that it is its duty to supervise the division in such manner that unlawful favoritism and discrimination shall not exist. However, the Interstate Commerce Commission, burdened with the responsibility of determining the justice of the division of rates, must, it appears, proceed under the Interstate Commerce Act and prove to the satisfaction of a court that the divisions of which it may disapprove constitute, in fact, rebates and discriminations."

Thus is "another excuse for starving the railroads abolished," exclaims the New York *Tribune* (Rep.), which continues:

"From a political point of view nothing could help the present Administration more than an increase of freight-rates, with its after-effects on business activities. If some such help is not given soon the Wilson Administration will itself be beyond help. Were the President's word law with the Commission, an increase in rates would probably have been ordered before this. But the Commission is a stiff-necked body. It is standing in the country's light and in its own light. The Supreme Court has now stript it of one of its last excuses for obstinacy. The manly thing for it to do is to admit that it was wrong in carrying so far its policy of slow starvation for the common carriers."

The Supreme Court has "again applied the 'rule of reason' to the processes of business," remarks the Washington *Post* (Ind.), "and it has done so without in any way impairing the usefulness of the Interstate Commerce Commission." *The Wall Street Journal* (Fin.) thinks that the decision will prove "peculiarly painful to the railroad-baiter," but the New York *World* (Dem.) confesses itself puzzled by this view. Says *The World:*

"A good many people who sympathize with the railroads in their contention that they should have increased revenues will find some difficulty in accounting for the opinion of railroad attorneys in this case that legalization of the tap-line hold-up is to their advantage. Favored officers of railroads have been known to have an interest in tap lines, but not many stockholders have had that privilege."

THE SENATE'S BAN ON TAINTED DOLLARS

THE IMPROPRIETY of using Mr. Rockefeller's money for exterminating the boll-weevil is discerned by the United States Senate, and the impropriety of the Senate's action is discerned by the New York papers. They see only "peanut politics," "childish gallery-play," and "preposterous virtue" in the refusal of his aid to the Southern farmer. But the Senators, heedless alike of such gibes from the metropolis and of the protest of some members from the cotton States, persisted in putting through the Agricultural Appropriations Bill with the provision that would discontinue aid from the Rockefeller General Education Board for the Government's agricultural experts. Mr. West, of Georgia, asked his fellow Senators if they realized "what we could do in the South toward eradicating the cotton boll-weevil with a few million dollars?" And Knute Nelson, of Minnesota, came to the support of his Southern associate by venturing to inquire whether Rockefeller's dollars would not be just as good as any other dollars in exterminating this pest. Yes, bitterly replied Mr. Lane, of Oregon, as reported in a New York *Sun* dispatch, "if the money of Rockefeller is used as effectively on the boll-weevil as on the wives and children of the miners in Colorado, undoubtedly it would exterminate the pest." And after a vivid description of the horrors of the Ludlow battle, Mr. Lane declared that such things as this "have upset the stomachs of the American people and made them unwilling to enter into a partnership with Rockefeller." Senators Kern (Dem., Indiana), Gore (Dem., Oklahoma), Reed (Dem., Missouri), and Kenyon (Rep., Iowa), joined in the attack on Mr. Rockefeller, and Senator Martine exprest his feelings in these strong words:

> "I hope the United States may be spared from living on contributions from Rockefeller and Carnegie. I regard money obtained from that source as on an equality with the wages of sin. If we can not exterminate the boll-weevil without recourse to Rockefeller and Carnegie, then a thousand times rather let the insect destroy the entire cotton crop, and God in his wisdom will provide another source for clothing mankind."

And the conclusion of the whole matter was that Senator West was prevailed upon to withdraw his amendment striking the clause in question from the bill. The bill was then passed, and the Senate thus effectively went on record as opposing the Government's use of Mr. Rockefeller's money, or any other private aid, in its agricultural work.

What "preposterous virtue!" exclaims the New York *Times*. Here is the General Educational Board, supported by John D. Rockefeller, "cooperating with the Department of Agriculture, chiefly in paying experts designated by the Department for instruction and experiment in improved agriculture, and partly in the work of exterminating the pest of the boll-weevil, which costs the cotton-raisers of the South scores of millions of dollars every year." To reject and forbid such aid "on moral grounds," says *The Times*, "is, on the one hand, simple nonsense, and, on the other, is an assumption of superiority that few human beings, even Senators, can afford to proclaim."

Another New York daily, *The Tribune*, notes that the General Education Board spent about $1,000,000 between 1906 and 1913, that for the last fiscal year it appropriated $255,000, and that "last year the Board had 409 demonstrators in the field, and 22,235 farmers, 91,000 boys and 33,600 girls were studying improved farming methods. To put the stamp of the Government's disapproval on this laudable enterprise simply because the money to support it comes from Mr. John D. Rockefeller is the extreme of petty demagogy," declares *The Tribune*, and "the Senate ought to be ashamed of itself."

The Sun sees the principle involved in the Senate's action to be a worthy one, but puts it on more impersonal grounds than the Senators did. To quote:

> "It would be highly unfortunate for the Government to depend on private generosity for the support of any of its operations, not because even a generous man may be a rascal, but because the Government would be put in a hateful position of dependence, incompatible with dignity and absolute self-control."

TOPICS IN BRIEF

A MELLEN in office becomes a lemon when out.—*Washington Post.*

AN alien Wied seems to have been uprooted in Albania.—*Brooklyn Eagle.*

BUSINESS may need an awakening, but not with a bomb.—*Wall Street Journal.*

GENERAL FUNSTON is fighting a magnificent battle at Vera Cruz to hold himself in restraint.—*Salt Lake Tribune.*

THERE is no doubt as to who will be the best man at Kermit's wedding.—*St. Louis Globe Democrat.*

THE aviators have about knocked all the comfort out of that old adage about safety in flight.—*Nashville Southern Lumberman.*

HAVING failed himself, Mr. Mellen thinks that nothing smaller than the United States can run the railroads.—*St. Louis Republic.*

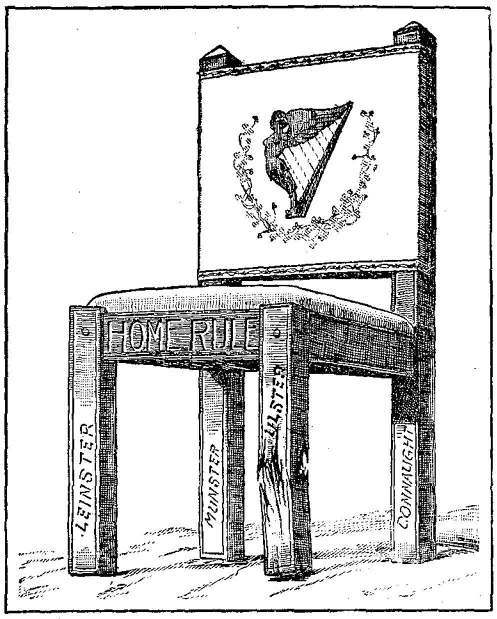
DR. ABBOTT'S heart-to-heart talks with unknown friends will appear on the back pages of *The Outlook* hereafter.—*Washington Post.*

THERE is some curiosity as to whether Roosevelt will stump Pennsylvania or Pennsylvania will stump Roosevelt.—*Philadelphia Ledger.*

MR. MELLEN says he is poorer than when he first took up with the New Haven, and there are a lot of stockholders who are in the same boat.—*Boston Transcript.*

EVERY man's Jehovah is what he conceives him to be; for instance, John D. Rockefeller and Bouck White profess to worship the same one.—*St. Louis Globe Democrat.*

IT took twenty-five tugs four hours to warp the *Vaterland* into its berth. If liners get any bigger, it may be necessary to have the berth come to the ship.—*Springfield Republican.*



WILL IT BEAR WEIGHT?
—Sykes in the Philadelphia *Public Ledger.*

BRYAN is trying to substitute grape for shrapnel.—*Salt Lake Tribune.*

CLUBWOMAN is coming to have a new significance in London.—*Springfield Republican.*

WONDER what Mellen's testimony would be if Morgan were still with us?—*Washington Post.*

IT seems evident that Secretary Bryan's family never had a right to spell its name "O'Brien."—*Philadelphia Inquirer.*

"VILLA will wage war on bandits." He will tolerate no competition.—*Philadelphia Record.*

THE dispatches do not make clear whether the persons summoned to Oyster Bay give or receive advice.—*St. Louis Globe Democrat.*

MR. MELLEN did not like Mr. Morgan's way. But he felt of that $60,000 salary and suppress his emotions.—*Columbus Dispatch.*

ONE thing of which the new tariff can be proud is the fact that most of our American flags are now being made in England.—*Pueblo Chieftain.*

IF radium has been found in Salvador it may be just as well to announce that we are in favor of the revolutionists before they get busy.—*Philadelphia Public Ledger.*

OUT of compliment to Pennsylvania the name of the Republican, Democratic, and Progressive candidates for Senator are Penrose, Palmer, and Pinchot.—*St. Louis Globe Democrat.*

WHEN we hear of Mellen's $60,000 salary and of Ty Cobb wanting $25,000 a year to jump to the Federal League, we can not help wondering what sort of men we can get for $12,000 a year for those regional bank jobs.—*Nashville Southern Lumberman.*

FOREIGN COMMENT

CANADA BETWEEN ROYALTY AND DEMOCRACY

A WARNING NOTE is sounded by the Toronto correspondent of the London *Times* in a strong letter on the "Americanization of Canada." He reviews at considerable length all the United States influences that pervade the Dominion, and closes by pointedly asking if British statesmen and journalists understand "how vitally careless handling would affect the whole structure and future of the Empire." The plain reference to a possible loosening of the bond is significant. British statesmen have been trying in recent years to cement the tie a little more firmly by sending over governors-general of royal blood, and the Duke of Connaught, brother of King Edward, is succeeded by Prince Alexander of Teck, brother of Queen Mary. This royal appointment "is looked upon as a considerable compliment to the Dominion," remarks *The Illustrated London News*, but not every one in Canada seems to regard it in that light. Some are asking if a royal line of rulers is in contemplation, and Mr. Emmerson, ex-Minister of Railways, declared roundly on the floor of the Canadian Parliament:

> "I am not in favor of continuing the practise of having Canada governed by royalty. The idea of a superior society in a democratic country is encouraged, and this is not good for a young nation like Canada. Personally, I have nothing to say against the *régime* of the Duke of Connaught, who is a splendid man in every respect, but I am against the appointment of royalty as a practise in raising social barriers and framing social distinctions which ought not to exist. I have no objection to a business man sent from the old country for the purpose of acting as titular head. That is a practise which I do not condemn, but I do not want German Princes to rule over Canada. The sooner it is discontinued the better."

PRINCE ALEXANDER OF TECK,

CANADA'S NEW GOVERNOR-GENERAL.

He is the brother of Queen Mary, and his appointment, following that of the Duke of Connaught, leads some Canadians to inquire if a royal line of rulers is in contemplation.

A leading Montreal paper reports feeling in Canada as being strongly against "anything looking to a system of hereditary rulers," and the Arnprior *Chronicle* expresses this very frank if irreverent view:

> "Let the dance go on and all be merry; Prince Alexander of Teck is coming to be Canada's next Governor-General. Beyond the fact that they raise social barriers and divide the community into social distinctions, and show the way in the most advanced customs of society, and preside at the opening and close of Parliament, no person has yet risen to answer the question, 'Why is a Governor-General?'"

But the Conservative Hamilton *Spectator* concludes with optimistic loyalty that if there is anything in heredity, both Prince Alexander of Teck and his Princess "may be expected, while maintaining all the splendor of their position, to have at heart the moral as well as the material advancement of Canada." The most favorable comment we have found among a score of Canadian papers which praise the Duke of Connaught and argue well from the example of his administration of the office is to be found in the Montreal *Star*, and runs as follows:

> "One great function of the Governor-Generalship is to provide a living link between the optimistic and progressive democracy of this Dominion and the historic and more settled traditions of the old country. It would constitute a very serious menace to the permanence of the Empire if these two civilizations, that of the Colonies and that of the Motherland, were to lose mutual understanding and appreciation of each other. If the Empire is to last, these two differing civilizations must be bound together in sympathy and affection. Naturally, we will react on each other, and it is vitally important that there shall exist conduits through which the forces of each shall easily reach the plastic communal life of the other. A common flag and common patriotism will do much. Trade, if it can be cultivated, will add another bond of union. We, for our part, think that the building together of a common navy would unite our young men and our more venturous spirits in a common effort of self-defense against common foes.
>
> "Among these forces of union, however, we must always reckon as important the Governors-General who come out to us from the very penumbra of royalty, an essentially old-world institution, and who offer an object-lesson to our fearless democracy in the great truth that a worthy royal house is indeed first among the servants of a nation."

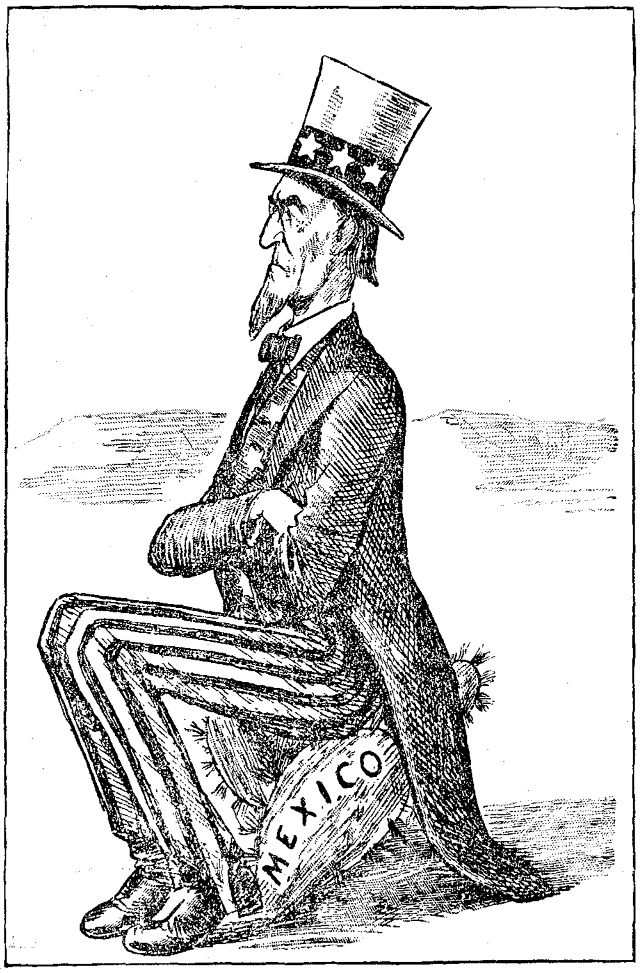
The London *Times*, however, is full of foreboding for the future of Canada as a country of British tradition and usage, social and political. Are things working for a British or an American Canada of the future, this great organ asks. To quote its editorial under the heading, "A Warning from Canada":

> "It is not a matter, in the ordinary sense, of British patriotism or loyalty to the British connection. In the United States, no doubt, there is still the old belief that Canada must some day, and by her own will, be 'annexed'; but that is merely a survival of antiquated ideas about the unity of North America, which has no real relation to modern conditions. They were only pertinent to a time when objection could be taken to government from Downing Street, and became obsolete when Canada grew into a nation and one of the responsible units of the Empire. But the question of the development of Canada, as such an independent unit of the Empire, either along British lines as they present themselves in the mother country or along others, is what confronts us now; and . . . the prevailing tendencies are toward what may be generally called 'Americanization.' This is by no means due simply to the number of citizens of the United States who have been settling in the Western Provinces more particularly. It is the natural result of contiguity to the United States and the greater ease with which American influence can operate. The news that fills the American newspapers takes the same sort of proportion in the Canadian, and Mexico bulks larger than Ulster. Baseball has become the popular game. 'International'

leagues for sport, 'international' unions for labor, bring Americans and Canadians together. The American magazines, carrying American advertisements, spread American ideas of life and make American openings for trade. The Canadian picture-palaces are supplied with films manufactured in the United States, presenting American themes and glorifying the Stars and Stripes, while English films are conspicuous by their absence. The result, if these conditions are permanent, can only be a steady drift of the Canadian mind away from the practises and traditions of the mother country; and it is much to be desired, in the interests of the Empire, that this should not be. A sane imperialism must be a practical imperialism, and if the influence of the mother country is to remain the force beyond the seas which most of us confidently assume that it will be, without making any special effort for it, it is time for practical people at home to 'wake up' and to get to business."

Many think that the French-Canadians may feel little loyalty to Britain, and might prove a disintegrating force, but Mr. Francis W. Grey, a serious and learned student of Canadian history, writes to *The Times* that he doubts "very seriously the willingness of French Quebec to support a movement in favor of an independent Canadian Republic." He proceeds:

"The deliberately exprest opinion of the Archbishop of S. Boniface (Mgr. Langevin) I feel sure will interest your readers. In a personal letter he writes:—'The more I live and look around, the more I see and feel that the French-Canadians are the best friends and supporters of the British Crown. The Canadian West is becoming every day more and more American or Yankee, even the Catholic clergy. A referendum,' he adds, 'would not declare in favor of the British flag, but of the Stars and Stripes.' It is on the French-Canadian's traditional and age-long enmity (there is no other word) to the 'Yankee,' and on an unlimited 'repatriation' of his race in the Canadian West that we must count, chiefly, for preserving Canada to the British Empire in the future, as in the past. That, at least, is the conviction I have come to after nearly thirty years' study of Canadian history and conditions."

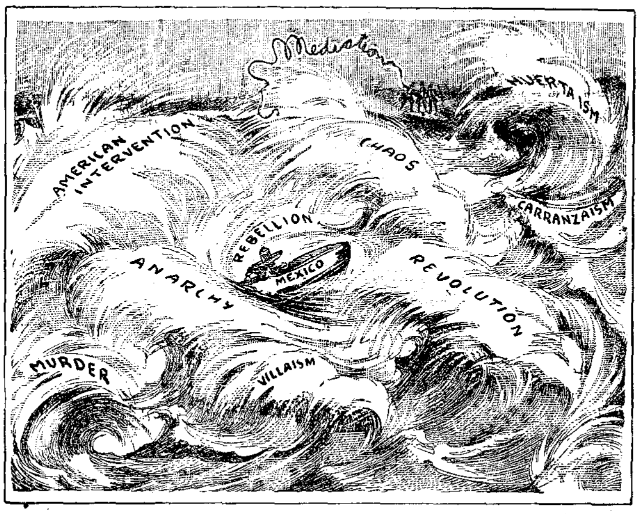


THE PRICKLY CACTUS.

JONATHAN—"Guess I've got to sit tight right here—but it pricks some!" —*Westminster Gazette* (London).

WHITE RULE TO SAVE MEXICO

THAT MEXICO can never be ruled by the Mexicans is the conclusion of an influential British review which enforces its point by an appeal to history. Mexico is another "white man's burden" that must be shouldered, we are assured, whether we like it or not. *The Nineteenth Century and After* (London) thinks that the power and control must be claimed by the white Mexicans and the foreign residents, the latter backed by the fleets and battalions of their several nationalities. Thus we read:



GOING THROUGH THE NIAGARA WHIRLPOOL RAPIDS.

A gallant attempt to rescue him.

—*Daily Star* (Montreal).

"The 15 per cent. of white Mexicans and foreigners, representing as they do the wealth and industries of the country, should come together—irrespective of nationality—and form a government that would insure stability and order. At first sight this may sound a bold and even impossible step—but are not all governments of the world ruled by the intelligent minorities representing the wealth and energy of their several countries? There is no valid reason for Mexico being an exception. White governments have been set up, and the power of the Indian restricted in all other countries—such as the United States, Canada, Brazil, Argentine, Chile. What justification is there for Mexico remaining the only country on the American continent governed by Indians? There is nothing in the country's history to show that the Indians themselves have ever done anything or made progress of any kind—on the contrary, they delight in ruthless destruction. During the 300 years of Spanish occupation the Spaniards developed mining and agriculture, and built up cities, but they could no more civilize the Indian than could Roger Williams and William Penn in the early days of the United States.

"Is it to be accepted as a fact that the Spaniards were really driven from the country, as the Mexicans claim, in the achievement of their (so-called) independence? It seems much more likely that having tired of the continued obstinacy and treachery of the Indian, recognizing the hopelessness of ever making a nation out of so hopeless a race, they gave up the task and the country in despair."

The United States must take up the duty of restoring order in the torn and distracted Republic, believes *The Mexican Herald*, now published in Vera Cruz. It remarks:

"We and all residents of Mexico, native and foreign, realize that Mexico will never be the same old Mexico that it was under Porfirio Diaz. Reforms are demanded and needed in this country, but these vast national problems of land distribution, education, and just administration can not be accomplished in a day. They are a question of years, and under present conditions in Mexico it is impossible even to begin putting one of them into effect.

"First there must be a government capable of restoring order. . . . . . .

"That the great majority of the intelligent, property-owning class of Mexico would vastly prefer American occupation of

Mexico to seeing it fall into the devastating hands of Villa's followers, we are thoroughly convinced.

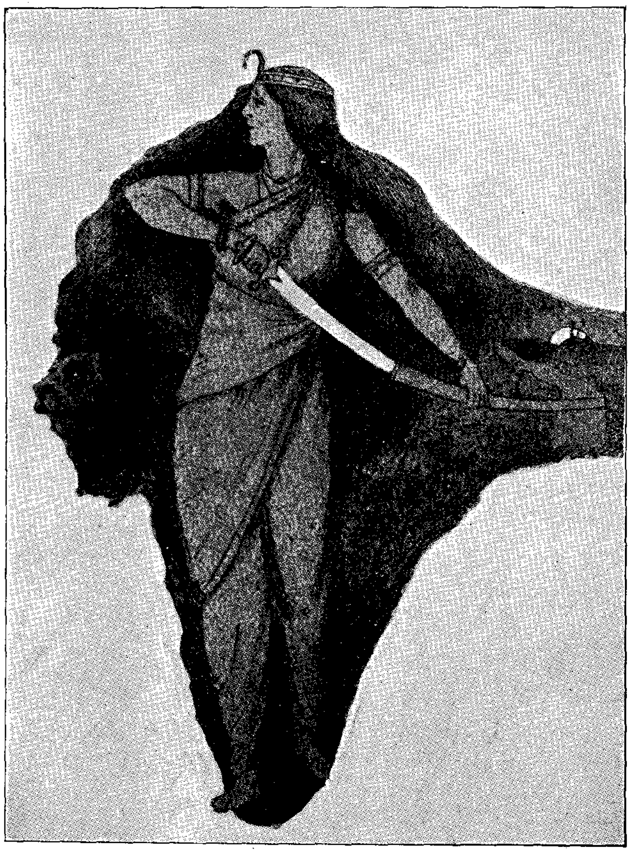
"From a condition of disorder in scattered sections of the country Mexico is degenerating rapidly into a state of general chaos, and with national bankruptcy already a fact, with damage claims mounting up to hundreds of millions, the country's plight is one from which it is no longer possible to hope that she can extricate herself.

"Opinions may differ as to the extent to which the United States is responsible for present conditions in Mexico, but having reached a point at which it is no longer possible to hope for a solution by Mexicans themselves, there can be no question as to whose duty it is to restore order and security in this country."

This article concludes with the solemn warning that "the United States has intervened in Mexico morally, politically, and physically. To withdraw now would make the great northern Republic not only contemptible and ridiculous in the eyes of the world, it would be a crime against humanity!"

INDIA'S SMOLDERING REVOLT

THE BRITISH ATTEMPT to awaken the tranquil and dreamy Hindu threatens to be more successful than intended. A vast amount of English blood and gold has been expended in an attempt to Europeanize the peninsula, and the population have at last, we are told, awakened to a sense of nationality; but, if we are to believe some of their leading native authorities, their ideas are those of the proletariat of Russia. Their stimulus is despair, and they openly profess that assassination is the weapon by which to purchase and redeem to its native inhabitants the magnificent realm invaded by Alexander the Great, conquered by the Moguls, and finally won by Clive to the British Crown. After all these vicissitudes, when Europe has provided these Asiatic districts with railroads, telegraphs, other blessings, the spirit of anarchy has sprung up, or been roused in the hearts of the placid Hindu. This anarchist spirit is fomented from abroad, and its Hindu agitators find hospitality in lands not openly hostile to England. It seems a puzzling fact, as the list of British-Indian officials murdered by Hindu anarchists grows longer month by month, and as the revelations made in the courts of justice and by police authorities make it more and more clear that the ramifications of the secret societies by now extend all over the peninsula, that the meek and mild Hindus, whom tradition teaches to protect even the lowest and most rudimentary forms of life, have become so bloodthirsty. The *Bande Mataram* (Geneva), the recognized organ of the East-Indian terrorists, edited by Madame Cama, a Parsee lady who is one of the leading spirits of the movement, gives us a peep into the baffling psychology of the Hindu nihilists by bluntly telling the reasons which have prompted men, and even women, to commit the recent political murders. The motives behind the attempt which very nearly killed Lord Hardinge—an attempt which was so skilfully engineered that the culprits still are to be brought to book for it—are thus explained in the terrorist organ:



THE SACRED EMBLEM OF THE INDIAN TERRORISTS.

AN EAST-INDIAN REVOLUTIONARY GENERAL.

Mme. Bhikaji Rustomji Cama, the Parsee leader of the revolutionary branch in Geneva, Switzerland. She has written on her portrait: "Resistance to tyranny is obedience to God."

"The enemy (the British) intended to begin a new page in the administration of our country (India) on the 22d of December, 1912. They wanted to 'appeal to the imagination' while trampling on the rights of our countrymen by directing the Viceroy, after a lot of contemptible hesitation, to make a public entry into the ancient capital of Hindustan. If on that 22nd of December, the British Government is once auspiciously installed in Delhi, the capital of Judhisthis and Prithwi and Aurangzeb, what a tremendous impetus will be given to the loyalty of Indians and what a tremendous death-blow will be given to the revolutionary propaganda carried on by a handful of irreconcilables! So thought the Firinghi (foreigner), and on the 22nd of December, 1912, was made to start the big unwieldy procession of the Viceroy and his sycophants and underlings that was to inaugurate the golden era of silent loyalty and quiet submission.

"But God and a handful of determined revolutionists had ordained otherwise. The procession was just passing the historical *Chandni chowk* when a thunderous explosion was heard and everything was confusion. A bomb had been thrown by some revolutionary at the Viceroy, and it was so well aimed that he received twenty wounds from splinters while the umbrella-holder and an Indian aide-de-camp were killed.

"All the men assembled cried with one voice, '*Shabash mara!*' (well thrown!) The enemy wanted to put on as good a face as possible. They suppress all reference in the papers to this real expression of Hindustan's mind. They induced the sycophant princes and other lickspittles to hold meetings to express sympathy for the Viceroy, admiration for the pretended bravery of his wife, and indignation at the 'outrage.' The Viceroy pretended in public that he regarded the 'outrage' as the act of a few irreconcilables and that he knew that India was loyal to her very core, and that, Christ-like, he would not let this act interfere with his tender feelings for India. But all these deceived neither themselves nor the people. One has to wonder whom they want to deceive by these theatricalities.

"Anyway, as goes the Indian proverb, the well was dug, but instead of water it was a dragon that rushed up. Instead of an auspicious entry that should create loyalty among the people, the entry had become ominous. The spell was broken and the real feeling of Hindustan was proclaimed to the world."

The writer of these amazing revelations thus explains the reasons which have prompted the Hindu anarchists to murder a number of British-Indian police officials—a type of crime which of late has been very much rife in Bengal:

"Another feature of the year . . . is the relentless execution by the brave soldiers of the revolutionary party of the policemen and officers and spies who betray their patriotic countrymen to the enemy. Large numbers of them have been executed . . . the executions of the police and their spies have been very fruitful of results. The administration of the Bengals, in spite of the smooth-rolling tongue of Lord Carmichael (its Governor) has become to a large extent paralyzed. One fact is enough to bring it home to our readers. The Police Department in the Bengals has about eight hundred places vacant! Many of the men have resigned and new men are afraid to enter that service, heretofore very remunerative and now grown all too risky."

The writer proudly remarks that tho of recent months numerous tragedies have taken place, yet their perpetrators have escaped. To quote:

"Large bribes are offered by the enemy (the British-Indian Government) to any one who would betray the patriots, but in no single instance has the offer been accepted. To save their face, again, the police are made to arrest harmless persons and get them punished on concocted evidence. The guerrilla warfare, too, has sensibly extended its limits during the year. More than thirty actions have taken place, but what is the most important feature of all, the bands have become very skilful both in the attack and in the retreat. The losses on the side of the patriots (the revolutionaries) have been trifling, compared with those on the other side."

We are told that the terrorist movement in India is mainly propagated from abroad. Paris, Geneva, and Berlin are the chief centers in Europe, while, strange as it may appear to many of our readers, California, Oregon, Washington, and British Columbia are the centers of activity on this continent. The British-Indian authorities have done all in their power to exterminate this movement, but instead of dying, it is spreading. Some time ago the British appointed an agent at Geneva, Switzerland, who formerly was influentially connected with the post-office at Calcutta, whose main business it is at present to devise means to render the campaign of the Hindu terrorists in Geneva ineffective. It is rumored that similar appointments are to be made to control the other centers of Hindu revolution. Meantime trials in India have shown within the past few weeks that the Bengali sentiment is so much in favor of the terrorists that Bengali juries refuse to convict offenders charged with murdering British-Indian officials. These issues render the situation in India menacingly grave.

FINLAND'S NEW GRIEVANCES

THE COMPLAINTS of Finland are growing louder and deeper as the Czar continues his policy of Russifying the country. When Alexander I., in 1809, won Finland from Sweden, the result was considered a not unhappy one. The records tell us that Finland was permitted to retain her own laws, constitution, and religion, and was, in fact, autonomous. The pledge was renewed by each of Alexander's successors, including the present Czar. In 1898, however, Nicholas II. began the Russification of Finland. Russians were put in the high places of the judiciary and government and Russian is now made the official language. The denial of its own language to a nation, creates, as in Austria-Hungary, the same sort of feeling as that of a bear robbed of her whelps. But now, we read in the press, Finland is being wounded by Russia in an almost equally tender spot. She is being crusht under the burden of vexatious taxes, and the province of Viborg, whose ports are the outlets of Finland's export trade, is to be confiscated and annexed to Russia for naval purposes. The taxation referred to is intended to protect Russian grain by imposing a duty on all foreign importation of cereals. *Darkest Russia* (London), which is one of the papers bent on informing the British and American public of Russian affairs, tells us, in an article headed "The Ruin of Finland," of the way in which these measures were to be, and since then have been, carried. A law was put through the Duma, in 1910, giving the Russian lawmakers the right to legislate for Finland, but it was never submitted to the Finnish legislature and therefore the Finns do not consider it binding and decline to accept the laws made for them in St. Petersburg. Therefore,

"For refusing to operate the Russian-made Equality Law, and thus doing their duty by their country's constitution in accordance with their oath of office, scores of magistrates in Viborg, Nystad, Terioki, and Tavastehus were arrested and conveyed for trial to St. Petersburg, where they were convicted and sent to prison. The climax came when all the judges of the Viborg Court of Appeal, with the exception of the President, were haled before the District Court of St. Petersburg (a Court of lower instance), and on the same charge sentenced to sixteen months' incarceration in a Russian jail and to deprivation of the right to occupy any public position for ten years."

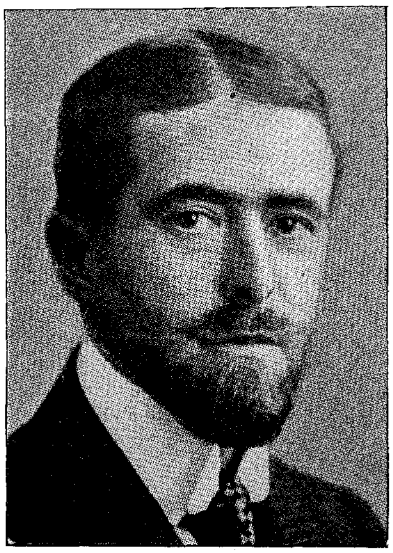
Finland is to be made practically a part of Russia for strategic purposes. The Czar is mobilizing his army on the western frontier, and Finland might find an ally in Germany, whose Kaiser has already taken alarm at the increase of Russian armaments in the shape of multiplied recruitments of land forces and increase in ships, forts, and artillery. But Russia, says the writer we are quoting, can never overcome the power of Finland's passive resistance, opposition to which by Russia is suicidal. In the words of *Darkest Russia:*

"That resistance, no less bitter because conducted on Constitutional lines, will be offered, and that a position unparalleled in Russia's history will be created, we have little doubt. Practically the whole body of loyal officials in Finland will go 'on strike' as far as these measures are concerned. They may be imprisoned *en masse* in St. Petersburg, and their places may be taken by accommodating Russian *tchinovniks.* Perhaps in time the entire Finnish administration will become Russian. But what then? What does Russia hope to gain from pursuing this policy of blind Nationalism, which even lifelong Conservatives such as Prince Meschersky are loud in denouncing? Have Russian methods of government proved so successful in Russia itself that their extension to Finland can be confidently recommended? Above all, of what strategic value to the Empire is a country, however strongly fortified, which every endeavor is being made to drive into open revolt? Armaments are well enough, but loyalty is something better and more abiding, and that is a quality which the Russian Government, so far from cultivating, has deliberately gone out of its way to suppress among the subject nationalities of the Empire."

SCIENCE AND INVENTION

PAINLESS CHILDBIRTH

THE USE of anesthetics to ease the coming into the world of our little ones is familiar enough, but it has always been limited in its employment, and the young mother's pains have been alleviated, rather than abolished, by it. Now, however, if we may believe the writers of a leading article in *McClure's Magazine* (New York, June), the use of the new anesthetic, scopolamin, has been so developed in the medical clinic of the University of Baden, in Freiburg, that childbirth absolutely unaccompanied by pain has become an accomplished fact. The method, we are told, has now been used in 5,000 cases with success. Not one mother has been lost by it, we are assured, and the rate of infant mortality has been greatly decreased. The expectant mother goes to Freiburg for her "twilight sleep," and upon awaking she finds that her baby has been born, safely and absolutely without pain. To some the article may seem over-enthusiastic for a scientific description, and it is undoubtedly a "boost" of the strongest kind for Freiburg, since we are assured that the treatment cannot be given anywhere else, but we quote it for what it is worth for our readers' information. We read:



DR. CARL GAUSS,

The German specialist in hypodermic anesthesia, who has been Dr. Krönig's associate at Freiburg in developing the scopolamin treatment for childbirth.

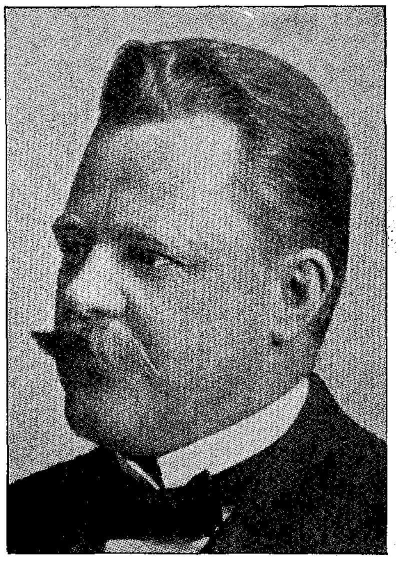
"From the standpoint of the mothers, there is but one testimony concerning this 'twilight sleep' as given them at Freiburg. When their pains began, they tell you, they went to sleep. Of their part in the events that followed they retain no more memory than a somnambulist might have of the roof he walked upon at night. They woke happy and animated, and well in body and soul; and found, with incredulous delight, their babies, all drest, lying before them upon a pillow in the arms of a nurse.

"Those mothers who have once borne children in the Freiburg hospital return, if possible, when childbirth comes upon them again. . . . . .

"'If you had another, which way would you choose?' was asked of one of them.

"'Which way?' she said. (It happened to be an American mother.) 'Which *way?* If I had another baby, I would have it in Freiburg, if I had to walk all the way from California!'

"This is the general answer of the mothers who have gone to Freiburg. . .



DR. BERNHARDT KRÖNIG,

The German obstetrician who, working with Dr. Gauss, has developed a method of making childbirth painless, which has been used successfully in 5,000 cases.

"The 'twilight sleep' is a light sleep induced by an injection or two of a combination of two drugs — scopolamin and morphium — and continued under scopolamin. It is a sleep so light and so susceptible to outside impressions that semidarkness and quiet are required to make it entirely successful. The ordinary tests of unconsciousness can not be applied to it. It is attained at a point when the patient loses the power of recollecting immediate events and sensations, while still remaining susceptible to suggestions and in full possession of muscular powers. It is, as may be seen, a very fine balance, in the states of consciousness, and can be secured only under special conditions and through special knowledge of the use of the drugs that cause it. These special conditions and this special knowledge have been worked out in the Freiburg hospital. . . . . .

Illustrations by courtesy of "McClure's Magazine."

THE FIRST AMERICAN BABY BORN AT FREIBURG.

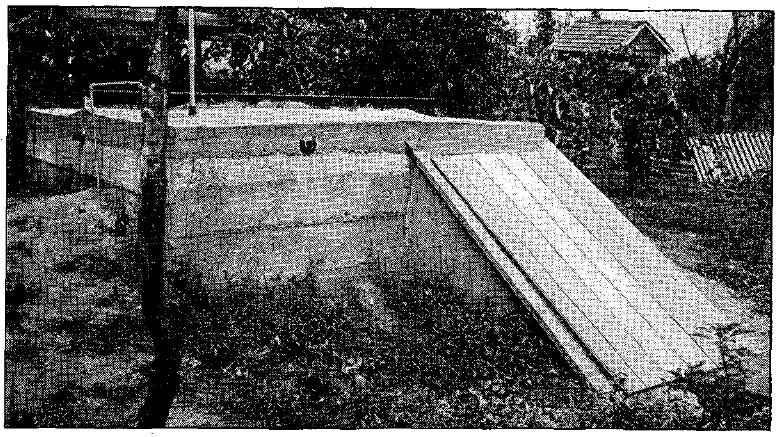
Since the birth of Miss Jane Erin Emmet, her mother has gone back again from America to have a second and third baby at the same clinic.

"Early experiments in the use of the drug in this field were made at the University's medical school by Dr. von Steinbüchel, whose aim was to reduce the pain of labor without reducing muscular action. . . . . .

"Krönig continued, with Professor Gauss's aid, the experiments of Von Steinbüchel. His aim was to regulate the dosage in such a way that a definite method for obtaining the exact amount of unconsciousness required might be established.

"Drs. Krönig and Gauss found, after long and detailed observation of many actual cases, that by slightly increasing Von Steinbüchel's dosage they could, with perfect safety, induce the state of clouded consciousness, in which there was complete forgetfulness of the course of birth.

"This forgetfulness is the 'twilight sleep' of Freiburg, the technique of which, once perfected, has never since required change. And now the production of it has been given added certainty, very recently, by the discovery by Professor Straub, of the pharmacological department of the University, of a method for the preservation of scopolamin in solution, which makes it possible for the practitioner to obtain a preparation that has no variability. This advance is of immense importance. For . . . in the past the 'variableness' of this drug in solution has been one of the greatest hindrances to its use."



LIKE A CYCLONE-CELLAR.

It is a little concrete "shed" which houses an acetylene-gas plant on a farm. If the generator explodes it will not even shatter its concrete shelter.

The object, of course, is to abolish pain without going so far as to abolish reflex action also; for it is on the reflexes that nature depends in the process that is taking place. It has been found that the exact point where the desired condition of nerve and brain is reached may be ascertained by simply testing the memory. Professor Krönig describes the sleep and the essential memory test as follows:

"Ordinarily, from half to three-quarters of an hour after the first injection the drug takes effect. The sleep commences. The suffering increases and the patient has not lost consciousness. About an hour from the time the first injection was given, the second is given—of scopolamin in much smaller quantities, generally without morphium. In the succeeding doses scopolamin is usually employed alone.

"About this time, also, begin the tests of amnesia. An object is shown the patient. Half an hour later she is shown it again, and is asked if she has seen it before. If she remembers it, we consider it an indication that we should give another dose of the same strength. We select for these tests objects connected with the immediate environment. Half an hour after the second injection, the patient may be asked if she has had one. If she has no *recollection of it, we consider the amnesia sufficient.* No repetition of the dose should be given until memory exists."

Since Von Steinbüchel and Krönig first used scopolamin morphium, physicians have experimented with it in their clinics more or less throughout Europe, and altogether the total reputed experience now carries between ten and twelve thousand cases. The method has not, it appears, won favor everywhere. There has been a lively controversy between the advocates and opponents of the use of scopolamin, which is in many ways like the controversy over the use of ether and chloroform in the '40's. The writer explains this difference of opinion as follows:

"To any one who fully understands the system which has attained entire success at Freiburg, it is perfectly clear why critics of the method have sprung up outside. In the first place, a great proportion of these critics, extending for themselves the earlier experiments of Von Steinbüchel, have failed to give the proper dosage as recently worked out at Freiburg.

"But, in the second place, there are other conditions for success which are scarcely less important than the matter of proper dosage."

To quote Dr. Krönig again:

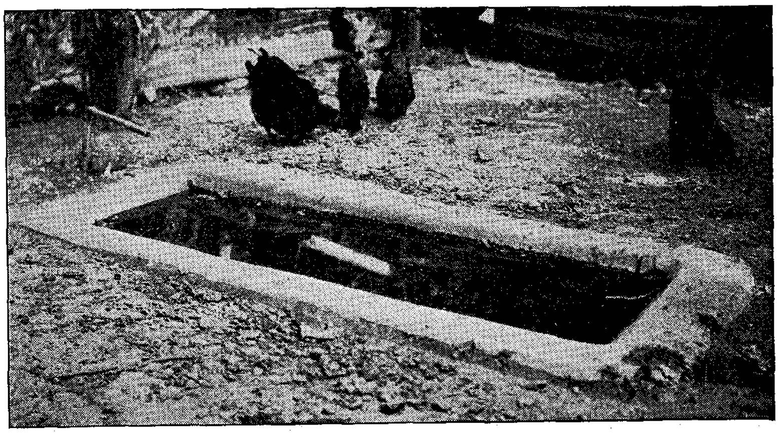
"I . . . do not consider it the result of chance that it is precisely in hospitals with a smaller number of cases that our method has been adopted. In large hospitals with many thousands of births a year, as in the cases of the large hospitals of Berlin and Dresden, our procedure has proved a total failure.

"This is easier to understand when we remember that the surroundings of the patient have an importance which we should not underestimate for the success of the method. Sense-impressions, *loud noises, bright light, etc., considerably disturb* the half-consciousness. When six or seven . . . patients lie side by side in one ward, it is obviously impossible to obtain an even fairly effective semi-consciousness. This makes itself felt even with the small number of patients that we have (a yearly average of three births a day). The number of cases in which we obtain loss of memory, or amnesia, is in Freiburg far smaller in those deliveries which occur in the general ward than in the case of patients treated in our private wards, where they lie in a separate room, protected as far as possible from all impressions of sight and hearing."

When a number of Freiburg mothers asked Professor Krönig to explain to them why it is becoming unscientific to have pain in confinement, he did it in this way:

"He said that the actual normal muscular effort involved in bringing a baby into the world corresponds to a climb up the Schlossberg. But, for the modern woman of highly complex nervous organization, the muscular effort is complicated with *so much pain that often the pain itself becomes a factor of serious* interference with the birth. And he compared the mother's muscular effort to bring her baby into the world in these conditions to a woman who might be obliged to climb up the Schlossberg with a sharp nail in her foot.

"That all women, 'modern' or 'old-fashioned,' would desire that their child-bearing be made painless, if this is possible with safety, is not open to debate; that such a method is accessible to them by the exact duplication of the tactics and conditions at Freiburg is now well demonstrated. The greatest danger to their securing it is, not that the drug scopolamin will not be tried elsewhere—it has been so tried in this country as well as in Europe—but that it will be tried under other conditions and other dosage than those which are positively essential for the securing of the exact and very nice balance of consciousness and muscular action which must be obtained.



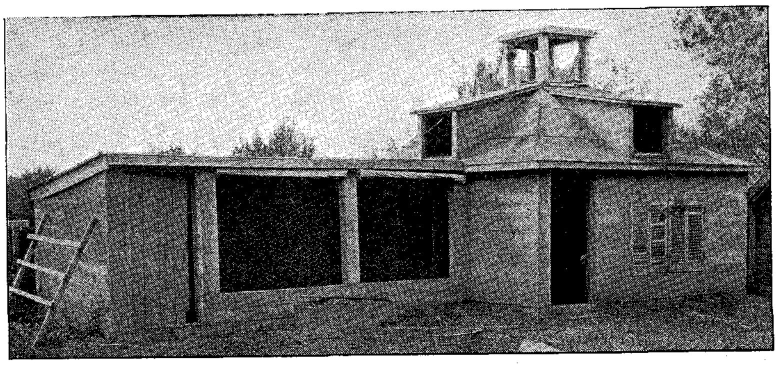
Illustrations by courtesy of the "Technical World Magazine."

A BARNYARD TROUGH OF CONCRETE.

It is long and wide and so shallow that ducks and geese do not try to swim in it, but the fowls will always find fresh drinking-water.

"Professor Gauss, the associate of Dr. Krönig, in Freiburg, compares the strenuous experiences of the modern aviator with his professional work at the hospital. In closing a recent report of his medical specialty, he has, like Dr. Krönig, used his observations of the mountains about Freiburg to illustrate, in a popular way, another feature of the new treatment—extreme delicacies and cautions required for its successful use.

“‘The “twilight sleep,”’ he says, ‘is a narcotic condition of extremely limited breadth, like a narrow mountain crest. To the left of it lie the dangers of too deep effect, with unconsciousness and absence of birth-pains; to the right the danger of too shallow effect, with retention of consciousness and sensibility to pain. The power of the memory is, and remains, the only guide.”

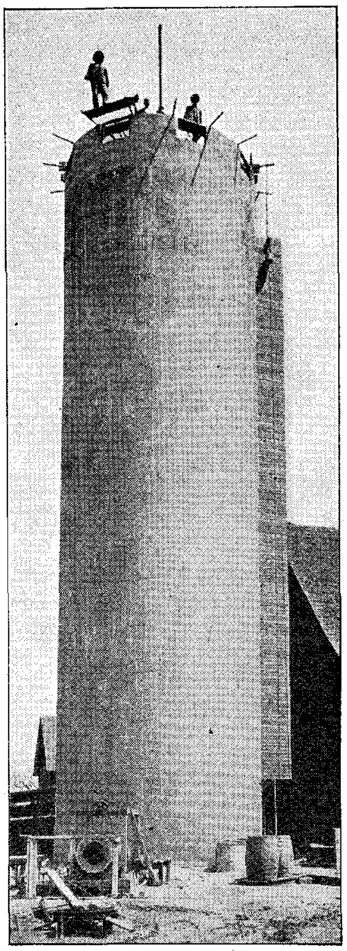


A CONCRETE HEN-HOUSE.

Built by the farmer, it has two rooms, and is there to stay.

CONCRETE ON THE FARM

NOT LONG AGO the farmer hardly knew what concrete was. Now he builds barns, silos, hen-houses, bridges, and cellars of it. An article on “Concrete in New Uses,” contributed by Fred Telford to *The Technical World Magazine* (Chicago, June), is taken up entirely with a description of the employment of this material on the farm. Where some years ago, says Mr. Telford, the farmer used a pile of old boards, a saw, and a hammer to build his hen-coop, his gate-post, and his water-trough, he usually now takes part of a bag of cement, mixes it with sand and gravel, and adapts concrete to his purposes. We read further:



TO HOLD ENSILAGE FOR FIVE CAR-LOADS OF BEEF.

> “To-day he has many appliances about the farm that are neat, that are sanitary, and that last forever. This change started with silos and fence-posts, and there is no end to the uses to which the handy-man-about-the-house can put the versatile machine. Out on a farm in Illinois, where an acetylene generator supplies gaslight to the farmhouse, one man built a sort of cyclone-cellar for the plant. Owing to the danger of explosions, the ordinary cautious citizen no longer cares to put a gas-plant in the basement of his residence, but if this generator should explode, it probably would not even shatter the walls of the little concrete house that contains it.
>
> “Fresh water is supplied to the chickens on another farm with the aid of a concrete pool. It is long and wide and so shallow that ducks and geese do not try to swim in it. A pump at one side supplies it with fresh water. This same flock of fortunate chickens has a solid concrete house, of two rooms: one room has a concrete floor and perches for the convenience of its occupants, and the other room has a floor of earth, where the chickens can scratch about in the winter-time. The roosting-room, with the concrete floor, can be flushed out and kept perfectly sanitary, the water running from it to a waste outlet at one side.
>
> “When it comes to drainage on the farm, concrete steps in and helps out the farmer. Culverts are now being made in sections so that, after the excavation is made and a solid concrete foundation put in, the sides and the arch can be added as necessity demands.
>
> “The sanitary system of a farm near Ogden, Illinois, is centered about a dry well, located two hundred yards from the house, on the lowest grounds of the farm. The well has no outlet, and, being concrete-lined, is practically water-tight. At intervals the farmer cleans it out and uses the sewage for fertilizer.
>
> “The silo, the first appliance to adapt itself to concrete, has grown enormously in size. One of the biggest of them is sixty-two feet high and has walls that are eight inches thick. It will hold enough ensilage to fatten five car-loads of beef cattle. It only took a month to build it and its total cost was but six hundred dollars. This is the latest type of silo, built tall, and with a small diameter, because in this way the room is used more economically. . . . The smaller the diameter, the less waste there is in proportion. . . . . . .
>
> “The piles of discard lumber on the farms of the nation contain a few cement-encrusted boards. They are knock-down forms which once molded some little device which will never have to be remade on that farm.”

SHALL WE INOCULATE FOR TYPHOID?

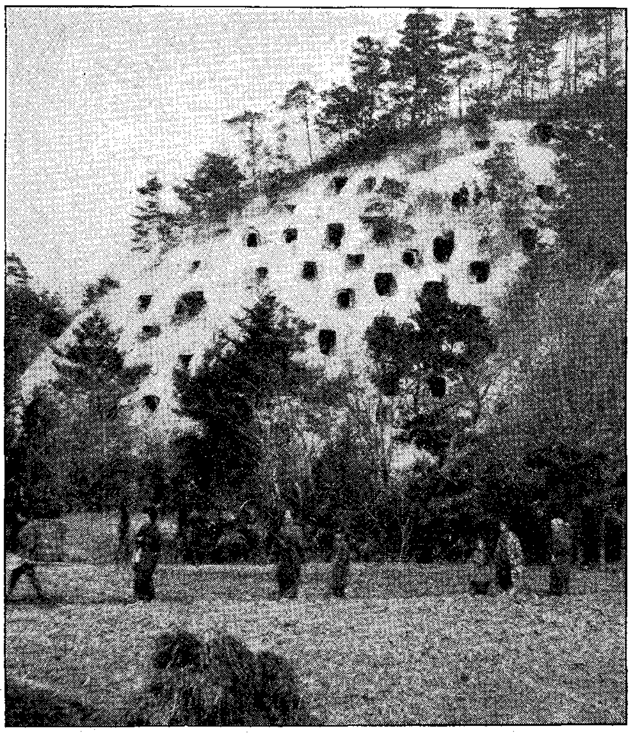
PRONOUNCEMENTS on this subject are very definite—on both sides. We hear on the one hand that inoculation has practically eliminated typhoid from the United States Army, and that the plan will doubtless soon be the rule also for civil life. But, on the other hand, we are told that the danger of antityphoid vaccination has been recently recognized in France, that the British Army Committee has pronounced against it in certain cases, and that such immunity as it confers is at the expense of reduced protection against other diseases. Women particularly, it is said, seem to take the vaccine badly. One of the optimists is *The Journal of the American Medical Association*, which, in an article on “Disease Dangers of Mexican Invasion” (Chicago, May 2), practically excludes typhoid from consideration. It says:

> “Typhoid fever, in the past, has been the awful scourge of military camps. The appalling experience of the Spanish-American War has not been forgotten by our people; the record of twenty thousand cases of typhoid in the Army in six months produced an impression which can never be obliterated. But since then progress in preventive medicine has been made, and vaccination against typhoid is a result. Antityphoid inoculation has been subject to rigorous tests on a large scale in the Army during the past two years, with the result that in 1913, out of ninety thousand men at home and abroad, there was only a single case of typhoid fever among the inoculated, a record that can well be regarded as a triumph for preventive medicine. It is believed that the army surgeon now has a weapon against typhoid that will make the next war unique in this regard. Every officer and man now in the United States Army and Navy is practically safe against this disease, and each recruit will be inoculated at the time he is sworn into the service. The next campaign in which the United States Army will participate will be a practical

test of typhoid prophylaxis on a large scale. That it will prove the value of inoculation and will relieve warfare of one of its most horrible accompaniments, there is little doubt."

In another part of the same issue, under the heading "Typhoid Disappears in the Army," we find the statement that during 1913 there were only three cases of the disease in our service, instead of the 450 that we should have had at the rate prevailing in 1908. This is the explanation:

"The disappearance of the disease is due to inoculation of all recruits as they enter the service. The general sanitary condition of the posts for the past few years is maintained at the same level, but it must be recalled that soldiers on entering the Army by no means lose touch with civil life. They participate in all features of civilian life, just as any other travelers or visitors, and so are exposed to the same chances of infection that civilians incur. The fact that a population of ninety thousand at a most susceptible age has practically no typhoid can be accounted for only by the immunity conferred by the prophylactic inoculation. The extension of this measure to certain phases of civil life is definitely indicated for adolescents who have not had the fever, in the presence of an epidemic, or for those leaving their homes for travel or for life in the country. Is there no value in this procedure to railroads and other industrial concerns that employ armies of skilled labor, as well as to the individual on farms and railroads whose family is dependent on his manual labor for livelihood? The way has been shown for reducing greatly the three hundred thousand cases per annum in this country by a procedure causing less inconvenience than vaccination."



Illustrations by courtesy of the "Technical World Magazine," Chicago.

A DISTANT VIEW OF THE CAVES OF SAITAMA.

It is somewhat saddening to turn from this to a series of editorials in *American Medicine* (New York, April), where it is asserted that the British Army authorities have concluded that typhoid vaccine confers no protection on those who are specially susceptible to typhoid fever. What immunity is developed in other people, we are told, generally wears out within two years. Early reports compared the recently inoculated with the unprotected and led to the false assumption that the immunity was universal and lasting. The writer goes on:

"The splendid results in nurses must be partly due to the fact that they have fewer cases to nurse, and are more careful to avoid the danger. In New York City, even the unprotected nurses now have but little typhoid.

"In the meantime, the tremendous strides made by sanitation began to show results which were also erroneously attributed to the vaccine. This is a serious matter, since it tended to discredit the means which have so markedly reduced typhoid fever elsewhere. . . . The sanitarians in the Indian Army reduced typhoid far more than could be accounted for by the percentage of vaccinations, which can never be depended upon to eliminate typhoid, as first thought. It seems settled that as a rule typhoid infections contracted after vaccination are mild and deaths rare, yet curiously enough the case death-rate in the British and American armies among the unvaccinated rose considerably after the introduction of the vaccine. . . . It is now reported that the vaccine incidentally causes a reduction of immunity to other organisms, particularly the pyogenic bacteria and tubercle bacilli. . . . Children have not yet developed full immunity to tuberculosis, and, as they may be infected already, the vaccine is wholly out of the question for them. It is only less dangerous for college students. Women seem to take the vaccine badly, since many female nurses have bitterly complained of symptoms suggestive of glandular tuberculosis and lasting several months after the vaccination."

Opposition to compulsory typhoid vaccination in the French Army is reported by this writer to be very bitter among both civilian and military physicians. The act requiring it is said to have been rushed through Parliament without debate and without reference to the Academy of Medicine, as is the rule in all matters relative to public health. This has caused great indignation, particularly since the Academy has already decided against such a measure and recommended its optional use by soldiers. All agree that the measure should be obligatory in Morocco and when an epidemic appears at home, but say that it is foolish to inoculate in advance, as no one knows how long the immunity lasts. In conclusion, the writer says:

"As far as we know, *The Journal of the American Medical Association* has carefully excluded from its columns all references to the dangers of typhoid vaccine. There is no question that those who are greatly exposed to typhoid should be inoculated, such as nurses in charge of typhoid patients or soldiers campaigning in endemic territory, but these are selected classes free of disease, and the risk of tuberculosis is far less than in the general population. The vaccinationists have become so obsessed with the good that they can not see the harm, even overlooking and suppressing the deaths they have caused. They make the childish defense that these cases are mere coincidences. It is an open secret in France that cases of typhoid in the vaccinated have not been reported. The Germans do not think it has any practical prophylactic value, and have ignored it."

WATER-WIZARDRY

A REVIVAL OF INTEREST has arisen, within the past few years, in the reputed ability of "wizards" to locate underground streams of water by the action of hazel wands. Many more or less plausible explanations of this ability have been made, but it has been suggested that these may resemble the ingenious answers said to have been given to Charles II. by English scientists when asked by that monarch why a fish, added to a pail of water, does not increase its weight. The answers were plausible, but the alleged fact is non-existent. In a paper read before the Paris Academy of Sciences, a French physicist, Marage, attempts to show that the "fact" of water-wizardry may be equally fictitious. Before trying to explain why wizards are able to detect unseen streams of water, should we not attempt to ascertain whether they really are able to do what they pretend? We have plenty of evidence of success, it is true; but the evidence of failure is lacking. What we want is a series of experiments in which the waterflow is controlled at will and successes and failures are both recorded. Dr. Marage has devised an apparatus for trying such experiments, and finds that the percentage of success is just about what might be expected in an ordinary guessing-contest. Says *Cosmos* (Paris) in an abstract of his paper:

"In the present state of our knowledge, we must limit our investigations to a single point, which is the following:

"Are there subjects capable of indicating, without soundings and outside of any apparent phenomenon of a geologic, botanic, or physical nature, the position, depth, and amount of currents of water, artificial or natural?

"When it shall be proved, in an undeniable way, that the answer to this question is affirmative, it will be time to make investigations to find the explanation.

"The simplest experiment consists in causing the subject to try to determine the moment when an intermittent current of water flows through a conduit. Two types of investigation have been made.

"*First experiment.* An amateur wizard, pendulum in hand, was placed in a tent, over a subterranean water-channel. It was impossible for him to see the two persons whose duty it was to verify the results and to operate the gate controlling the flow of water.

"Every ten minutes it was noted whether water was flowing in the conduit or whether it was empty. At the end of an hour, that is, after six trials, the results were compared.

"There were only two successful instances in six trials. The experiments were repeated and gave similar results, except once when there were four favorable cases in six; but even the subject attributed these to chance. The same investigations were then repeated under the same conditions, with a professional wizard of great repute. The results were similar.

"It might be objected that water contained in tight conduits may possibly lose its active influence on certain organisms. So the experiments were resumed, with another subject, using an open semicylindrical trough placed on the surface of the ground and traversed by an intermittent current. When all precautions were taken to prevent the subject's being guided by some outside sign, the experiments succeeded no more than in the preceding case; but if there was the slightest indication to eye or ear, the experiment always succeeded.

"In the foregoing experiments the subjects called my attention to the fact that they did not have full liberty of action; for, in spite of themselves, they were obsessed by curiosity to know whether they were succeeding or not. Which comes to the same thing as saying that they were controlled by an influence stronger than that of the water. Possibly, but the same objection could be made to any experiment of precision with serious control.

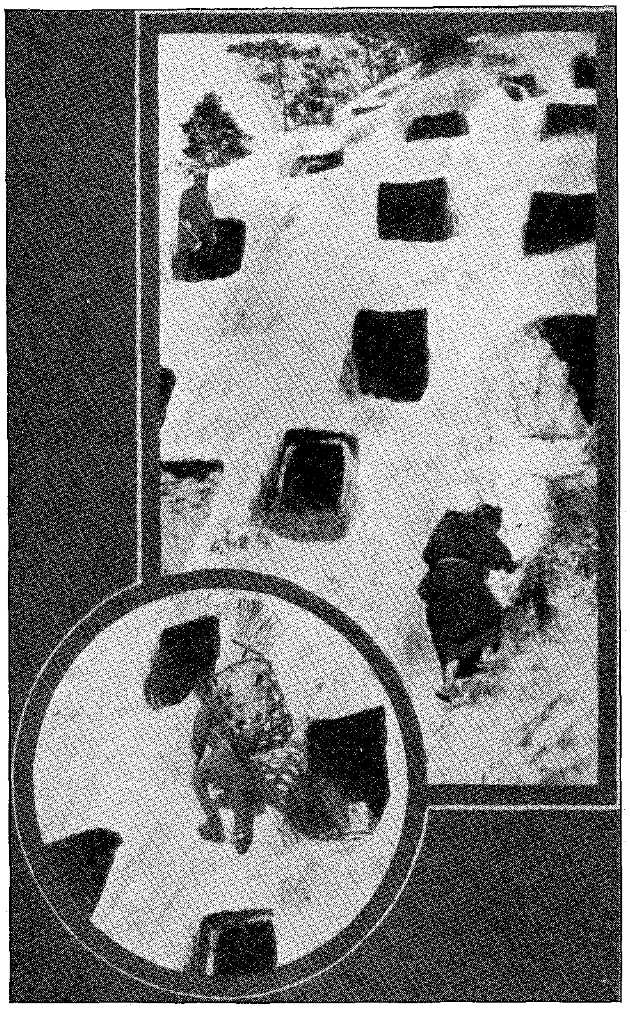
"I think that it would be premature to conclude that there is nothing serious in this kind of 'wizardry.' Too many facts have been observed by scientists whose good faith is above suspicion. But we always hear of the successes and never of the failures; and the latter must exist in a search for springs. Since the experiments on artificial currents of water have been negative, we must now know the percentage of successes obtained by a very good 'wizard' in a given region. Moreover, we must ascertain whether a geologist, operating in the same region with scientific methods, would not have succeeded as well."—*Translation made for* The Literary Digest.

HOLES OF THE HUMAN EARTH-SPIDERS

THE LOW HILLS around the village of Matsuyama, in the province of Saitama, Japan, but a few hours' journey from Tokyo, are honeycombed with curious small caves which puzzle the archeologists. Students are divided into two camps in their conclusions about them. One side avers that they are the ancient habitations of the folk known as tsuchigumo, or "earth-spiders," who occupied Japan before the coming of the Ainos. The other side believes that they are sepulchers that have at different times been the refuge of beggars or outlaws. Writes Eloise Roorbach in *The Technical World Magazine* (Chicago, June):

"The caves, at first sight, seen back of an isolated group of cryptomeria trees and over a thatched cottage, look much like a swallow-bank. The resemblance is more noticeable upon nearer approach, for they are set close together in uneven rows and consist of a horizontal passageway ending in a roomy excavation. They are on the south slope of the hills—a warm, sunny exposure for winter weather. If the 'earth-spiders' sat in their doorways, they could have seen their enemies approaching over the plain, while the latter were still a long distance away. The position of the caves is a strategic one, and adds a point in favor of the habitation theory.

"Tho the caves vary in size, their formation is the same. They have a small, molelike entrance five or six feet in depth, which expands into a chamber about six feet square and five or six feet high, in the case of the larger caves. Along either side of the chamber is a ledge seven or eight inches in height and fairly broad, that may have been covered with dried leaves or grass for a bed. Marks of the scraping-tools that dug the rock out are still to be seen. To enter the larger caves one must stoop most humbly, but to enter the smaller ones it is necessary to get down on all fours, or to worm oneself in, serpentine fashion.



THE CAVES OF THE EARTH-SPIDERS—WHY WERE THEY BUILT?

Students of archeology are divided into two camps over the question. In the upper picture the woman with the baby strapped to her back finds in one of them an excellent dwelling-place. The lower one shows the son of the guardian of the caves collecting leaves for his bed, as the ancient dwellers must have done.

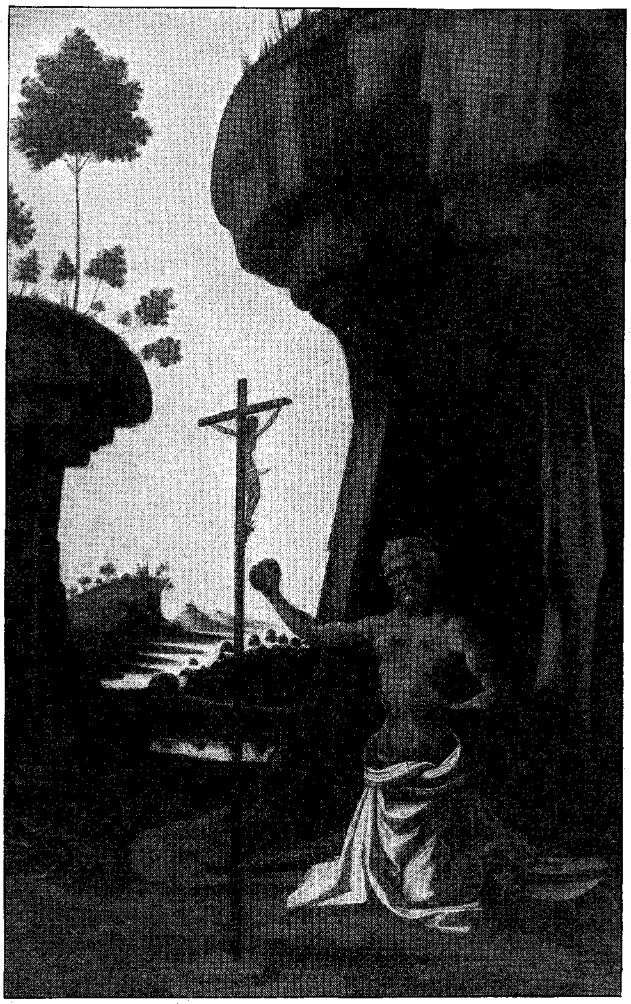
"Dr. Tsuboi, of the Imperial University of Japan, uncovered, during six months of excavating work, over two hundred caves. No doubt many more, and perhaps many important secrets are still buried under the grass and trees of those gently sloping hills. In some places the sandstone has disintegrated so that the roofs have fallen in, but on the whole the caves present a remarkable state of preservation. It is difficult to estimate their age, but the weapons, jars, and household implements found in them are generally believed to belong to a race who lived there long before the days of the Ainos.

"During the years 1532–55 and 1558–78, fierce Japanese civil wars were waged on the wide plains that are now waving rice-fields. The combatants may have taken refuge in the caves at that time. But whether those wild Japanese, in terror of other wild creatures stronger of limb and sharper of tooth than themselves, burrowed into the ground in order to find safety from such dangers, or whether it was their custom thus to bury their dead, they have left a mystery for the scholars."

LETTERS AND ART

LITTLE-KNOWN MASTERPIECES

THAT AMERICA should have "the most important collection of Italian pictures in the possession of any university anywhere" will doubtless be a matter of surprize to unnumbered individuals who are interested in art. Such a statement is, however, guarded, and is qualified by the fact that universities are perhaps not the places to look for important art collections. But Prof. Frank Jewett Mather goes further and calls this Jarves collection at Yale "one of the completest and most representative series of Italian pictures between the years 1250 and 1500 existing in the world." This, of course, does not say that the great masterpieces of this epoch are not elsewhere. The Jarves collection has attracted sporadic attention, mainly from connoisseurs; but for the most part it has been allowed to remain unknown by the great art-loving public, with the key to its identities kept in a catalog compiled over sixty years ago, before the science of modern connoisseurship was even thought of. Casual visitors, as a consequence, are wholly uninformed of what scholars in general have pronounced concerning it. Many questions relative to its proper care, the advisability of restorations, the need of recataloging, and even the possibility of removal to a place of greater accessibility have been discust of late in letters to the *Yale Alumni Weekly* (New Haven). Prof. Frank Jewett Mather, Jr., of Princeton, has contributed to the last number an interesting article on the collection, in which he says:



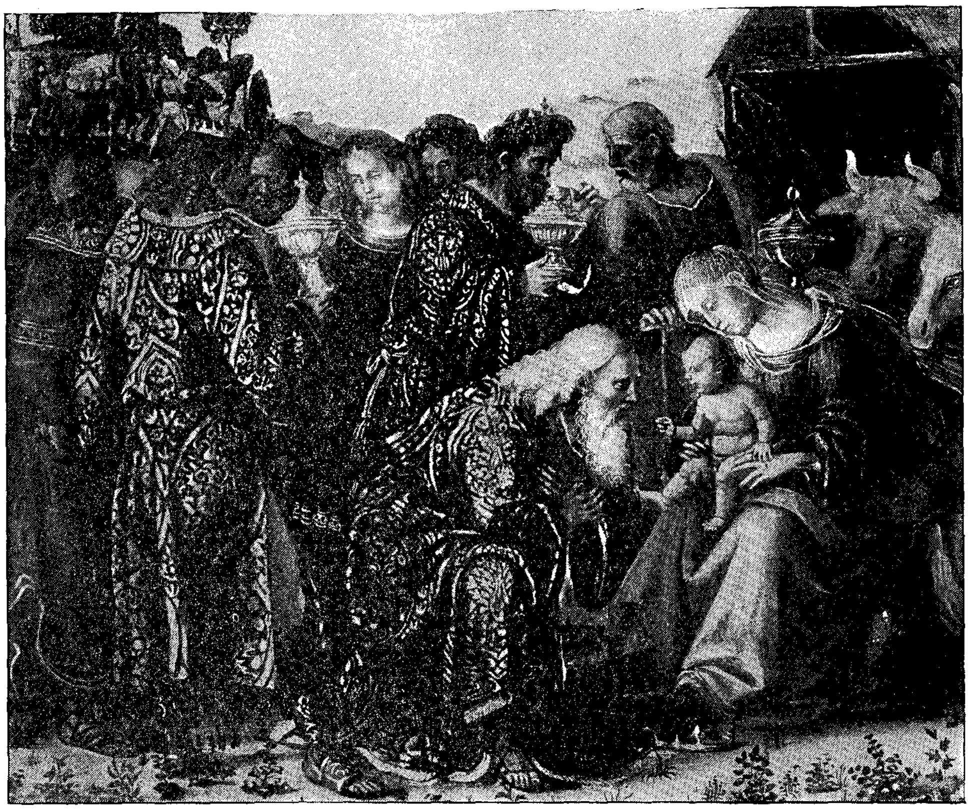
ONE OF THE DUBIOUS PICTURES.

This "St. Jerome" is ascribed in the catalog of the Jarves collection to Fra Filippo Lippi; others have attributed it to Fiorenzo di Lorenzo. It classes with some labeled Masaccio, Mantegna, Botticelli, Perugino, Billini, and Raffael; "tho they are often interesting and meritorious, the ascriptions will not bear critical scrutiny."

"Famous in Europe, the Jarves collection has had undeserved neglect at home, tho it was an American, James Jackson Jarves, who collected the pictures, and an American critic, William Rankin, in *The Journal of Archeology*, who first studied the collection in the light of modern connoisseurship. Indeed, neglect has been the portion of this remarkable collection from the first. Between 1850 and 1860, Jarves, one of the first cosmopolitan Americans, brought together about one hundred and sixty pictures to represent the development of the greatest of schools of painting. It was his hope to sell the gallery so that it should serve as a museum and means of culture to his fellow countrymen. To this end, the pictures were exhibited in New York and Boston. But the hour for such pictures had not yet come. Despite the support of Charles Eliot Norton and others, Jarves's 'wry-necked Madonnas' excited only a mild surprize and displeasure. He had put most of his little fortune into the venture and was forced to get out as best he might. His friend, the late L. E. Holden, of Cleveland, Ohio, advanced him money on the security of about a third of the pictures, Yale University on the more important two-thirds. By his consent, the loan was foreclosed. It was one of the most irregular pieces of University finance on record, and certainly one of the most brilliant. In less than fifty years Yale's portion of the Jarves collection has multiplied just about two-hundredfold in market value. It strikes an outsider oddly that there is still no better catalog than Jarves himself could compile in the prescientific days as regards art studies, 1860, and also that valuable pictures are suffering from want of repair that a trifling sum would effect.

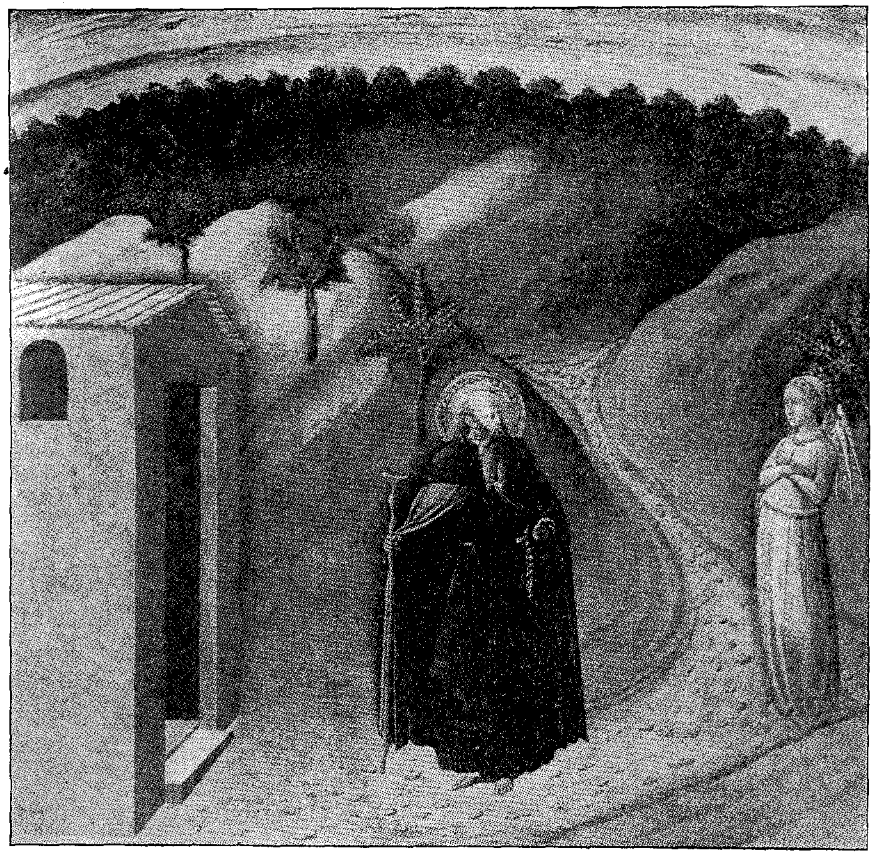
"These one hundred and twenty pictures constitute one of the completest and most representative series of Italian pictures between the years 1250 and 1500 existing in the world. The famous galleries of Europe naturally excel the Jarves in masterpieces within this period, but none except the galleries of London, Berlin, and Florence, in representative character. Besides, the Jarves collection contains almost no trash and boasts four or five pieces of a beauty and rarity exceptional anywhere. Its importance is out of all ratio to its numbers or even to its handful of superlative examples. Matthew Arnold warns us against the 'historical fallacy,' valuing a poor thing merely because it is a link in a development, but Jarves managed to illustrate the development of Italian paintings by uncommonly good pictures. It is fortunate that he died a bachelor. Had he left children, Yale would morally owe them the price of two or three stadia. As it is, the money locked up in the Jarves collection would endow modestly a dozen or so professorships. I am rather ashamed to advertise things that are beautiful by such comparisons, but to make the stadium the common denominator between professors by the dozen and art objects of great beauty may help to emphasize my point, that the Jarves collection is one of Yale's most precious possessions. A mere classification of the pictures will establish the point clearly."

Professor Mather finds this collection "an incalculable educational asset and adjunct at such time as Yale shall embark seriously upon university instruction in the history of Italian art." There are a dozen examples of those rude Byzantine and semi-Byzantine pictures of the period of 1250–1300. "To the average man these are not good to look at. Their quality is of the severe sort. To the art historian some are beautiful and all are important." There are twenty-three of Giotto's century, and "it speaks for Jarves's taste and originality that he assiduously collected this delightful Gothic art at a time when it was generally neglected both by critics and amateurs of the fifteenth century." Further:



ADORATION OF THE MAGI.
By Lucca Signorelli.
One of the undoubted masterpieces of the Jarves collection, an example " full of an idyllic mood." It is an "interesting arrangement of amber-like browns and yellows against a keen blue."

"The fifteenth century, which Vassari described as a sort of delightful youth of Italian art, is represented by more than forty pictures. These include two very important groups: first, a remarkable series of Sienese panels by such masters as Sassetta, Sano di Pietro, Benvenuto di Giovanni, Francesco di Giorgio, and Girolamo di Benvenuto; next, a fine collection of those decorative narrative pieces which the wealthy Florentines ordered for the adornment of wedding-chests (*cassoni*) and wainscoting. Before treating these two notable groups, it should be said that the entire development of the Florentine school is exemplified on the walls, tho usually by minor works. A very important work is 'Hercules and Nessus,' by Antonio Pollaiuolo (No. 64), painted after 1460. The athletic tension of the gaunt figures, the panoramic landscape and rushing stream—one easily recognizes the Arno Valley—are highly characteristic of that breath of severe experimentalism which came into Florentine painting with the advent of Antonio. He was more of a sculptor than a painter, and as both a demonic force. Signorelli and Michelangelo stem from him. Signorelli appears in the Jarves collection in a delightful little panel full of an idyllic mood rare in the master. The little 'Adoration of the Magi' (No. 67) was a panel from an altar-base (*predella*). The kings are humble worshipers without sacrifice of aristocratic poise. The color is a sharp and interesting arrangement of amber-like browns and yellows against a keen blue. Tho of Umbrian birth and chiefly active there, Signorelli is the inheritor of Pollaiuolo's dynamic realism and must be regarded as more Florentine than most Florentines.



Courtesy of the Yale Alumni Weekly.

TEMPTATION OF ST. ANTHONY.
By Stefano di Giovanni (Sassetta).
A master rescued from oblivion by the zeal of the American critic, Bernard Berenson. It forms one of " the most consistent group of pictures in the Jarves collection."

"Outside of Florence and the two groups mentioned above, the Jarves collection boasts several rare or important pictures. A little 'Nativity' ascribed to Squarcione (No. 55), but really by Girolamo de Cremona, is interesting as a rustic adaptation of the Roman manner worked out by Mantegna. The little picture is rapturously affected, but delightful in its very exaggerations, withal most rich in color. Girolamo was chiefly a miniaturist, and only half a dozen large works by him are known. Almost equally rare and far more imposing is the stately 'Madonna' (No. 39) which bears the signature of Gentile da Fabriano. Through his master, Alegretto Nuzi, Gentile was an inheritor of the Gothic idealism of the two great Sienese brothers, Pietro and Ambruogio Lorenzetti. This style Gentile broadened and humanized on his own account. Early in the fifteenth century he was called to Venice to decorate the ducal palace. This was the beginning of a triumphal progress that ended only at Rome. At Venice he took on a likely assistant, Jacopo Bellini, who, through his sons Gentile and Giovanni, became the real inaugurator of the Venetian school. Gentile's 'Madonna' in the Jarves collection, were it not for the signature, might almost be taken for a Jacopo Bellini, so completely Venetian is its magisterial and matronly accent. It was probably painted about 1420. It has been more splendid as color, but still remains a lovely and impressive work. The stone espalier with pomegranates growing in the interstices was a sort of supererogatory adornment that Gentile loved, and a generation of Venetians after him.

"The most consistent group of pictures in the Jarves collection is the handful of Sienese panels dating a little before and after the middle of the fifteenth century. Stefano di Giovanni, nicknamed Sassetta, has been rescued from oblivion chiefly through the zeal of Mr. Berenson. Sassetta is at times called the Fra Angelico of the Sienese school, but the undoubted compliment does less than justice to his raciness. There is no more naively sincere interpreter of those religious legends which contained much of human nature. A little masterpiece of the sort is 'The Temptation of St. Anthony' (No. 48). The solitude of the spot, the suddenness of the intrusion of the sullen little demon girl, and the agitation of the aged hermit are admirably caught. There is a subhumorous quality about the incident that is admirable. Two other good legends by Sassetta are Nos. 53 and 54. Sano di Pietro, Sassetta's pupil and successor, is a far more stolid talent, but a most capable craftsman and at his best a sprightly story-teller. This novelistic capacity is best shown in the long *predella*, depicting the 'Adoration of the Magi' with preliminary scenes from their star-led journey (No. 49). His ability as a combiner of colors and gold is well shown in the 'Coronation of the Virgin' (No. 50). The Sienese masters of the second half of the century ignored the realistic reforms that were recreating the art of near-by Florence, and gave themselves to an extreme refinement and prettiness which merely continued the old Gothic manner."

O]ἰ μὲν ἰππήων στρότον οἰ δὲ πέσδων
οἰ δὲ νάων φαῖσ' ἐπὶ γᾶν μέλαιναν
ἔ]μμεναι κάλλιστον· ἔγω δὲ κῆν' ὄτ-
τω τις ἔραται.
πά]γχυ δ' εὔμαρες σύνετον πόησαι
πά]ντι τ[οῦ]τ'· ἀ γὰρ πόλυ περσκό-
πεισα
κα[λλος ἀνθρώπων 'Ελένα τὸν ἄνδρα
κρίννεν ἄρ]ιστον

ὂς τὸ πὰν] σέβας Τροΐα[ς ὄ]λεσσ[ε,
κωὐδὲ πα]ῖδος οὐδὲ [φίλ]ων το[κ]ήων
μᾶλλον] ἐμνάσθη, ἀ[λλὰ] παρᾶγαγ'
αὔταν
πῆλε φίλει[σαν
'Ωρος· εὔκ]αμπτον γὰρ [ἀεὶ τὸ θῆλυ
αἴ κέ]τις κούφως τ[ὸ πάρον ν]οήσῃ·
οὐ]δὲ νῦν, 'Ανακτορί[α, τ]ὺ μέμνα
δὴ] παρεοίσας,

τᾶ]ς κε βολλοίμαν ἔρατόν τε βᾶμα
κ]ἀμάρυγμα λάμπρον ἴδην προσώπω
ἢ τὰ Λύδων ἄρματα κἀν ὄπλοισι
πεσδομ]άχεντας·
εὖ μὲν ἴδ]μεν οὐ δύνατον γένεσθαι
λῷστ' ἐ]ν ἀνθρώποις· πεδέχην δ'
ἄρασθαι
[τῶν πέδειχόν ἐστι βρότοισι λῷον]
[ἢ λελάθεσθαι.]

THE LATEST SAPPHIC POEM, WHICH TURNS UP IN THE DUST-HEAPS OF OXYRHYNCHUS.

One example bears the magic name of Giorgione, of whom there are but five or so undoubted works in all Europe, tho every gallery makes one or more pretensions. This "Presentation in the Temple" has frightened away the connoisseurs, and "its repainted condition makes any opinion hazardous." But, says Mr. Mather, "unless I am greatly mistaken in what I divine in this garbled work, cleaning will reveal a masterpiece, not improbably a masterpiece by Giorgione himself."

In another letter to *The Weekly*, Prof. J. F. Weir, of the Yale Art School, declares the pictures are well cared for, and adds:

"The gratuitous suggestion that the university might advantageously part with the Jarves Collection in the interest of the Metropolitan Museum with a view to placing it, as the politician would say, 'where it would do the most good,' is not likely to be entertained by the university, now that it has become widely recognized that this collection gives a peculiar distinction to Yale."

SAPPHO FROM THE DUST

SOME GERMAN DIGGERS in the dust-heaps of Oxyrhynchus in Egypt have caused a writer for the staid *Morning Post* of London to jump. They found a new poem of Sappho, and the discovery so affected Mr. E. B. Osborn that, on his own confession, he was made to leap out of bed—to leap "like the little hills in that psalm which is the first piece of Futurist poetry or like lambkins in a green meadow." As if this were not descriptive enough, Mr. Osborn shouts, "I leapt 'like anything,' as the schoolboys say." He thinks Sappho herself would have been rather pleased, could she have seen it, and he goes on to imagine it as possible that she saw "from her place among the singing seraphs (she is the only pagan soul in that circle of burning eyes and crimson voices, having been so advanced *quia multum amavit*), upspringing appreciation on the part of a crusty old critic who is nearly fifty years of age and weighs about fifteen stone, and takes his morning paper, coffee, and three bits of dry toast in bed as a rule." *The Morning Post* gives the poem in Greek, emended by a Cambridge scholar who puts within brackets words and letters that are not found in the papyrus shreds. The gaps in several places, especially in the last stanza, have been filled up purely by guesswork. Mr. Osborn goes on:

"A stanza or two, at least, must be missing; the emotional rhythm of the poem, with its clear-running depth of feeling, is manifestly incomplete. It must have been heartrending to the searchers in the Egyptian sands to read, on the last of fifty-six fragments of papyrus from which barely a dozen whole stanzas can be restored, the subscription: 'The First Book of the Lyrics of Sappho, 1,332 lines.' Yet, if all those lines, golden honey and blood-red wine commingled and so strangely strained clear, had been recovered, I suppose the man in the club-window would still have preferred the Budget as a theme of conversation, for all that he thinks he has a classical education. Here is the Cambridge scholar's translation:

"'*The fairest thing in all the world some say is a host of horsemen, and some a host of foot, and some again a navy of ships, but to me 'tis the heart's belovèd. And 'tis easy to make this understood by any. When Helen surveyed much mortal beauty she chose for best the destroyer of all the honor of Troy, and thought not so much either of child or parent dear, but was led astray by Love to bestow her heart afar; for woman is ever easy to be bent when she thinks lightly of what is near and dear. Even so you to-day, my Anactoria, remember not, it seems, when she is with you, one of whom I would rather the sweet sound of her footfall and the sight of the brightness of her beaming face than all the chariots and armored footmen of Lydia. I know that in this world men can not have the best; yet to pray for a share in what was once shared is better than to forget it. . . . . . .*'

"Fragments of a second roll, containing the Second Book of the Lyrics, have also been found; one of them sings of the return home of Hector with his bride Andromache. Portions of poems by Alcæus have also been recovered, but such tidings do not stir the heart—for we know as much as we want to know about that fluent poet of fluctuating moods, who is but a pallid and superficial creature in comparison with the mother-in-art, and more than sister of Gongyla and Doricha (the names of these pupils occur provokingly on fragments of unknown context). It is but little, after all, when there might have been so much. Nevertheless, let us be grateful for a boon beyond expectation, and hope that further search may yet restore to us all the Lesbian's lost lyrics. And to that end let some millionaire give a tithe of his millions to equip the quest fully—for if his miserable money were to give us back the heart of Sappho out of the dust of death he would have earned his immortality, the gates of Heaven's glory would not be closed on his silly little soul."

Sappho was "the poetess" to the Hellenic world as Homer was "the poet"; and, says Mr. Osborn, "the modern world does not challenge the justice of the comparison, tho this is but a third of her odes which have come down to us from the seventh century B.C. in a form complete enough for criticism." Mr. Osborn goes on in his defense of his far-away mistress, pouring vitriol upon a presumptuous American who dared to scramble to a seat beside her:

"Hers is part of the world's slender store of universal love-poetry; universal, I call it, because it finds its imagery at the foundations of human nature as the miner gets gold-dust on the buried bed-rock of a struggling stream that has lost its profundity. In the first stanza of the newly recovered ode occur images which also entered into the heart's eye of as purely passionate a love-poet as the Lesbian herself—namely, the author of the 'Song of Solomon.' Read these verses over again, and see in what wondrous-wise Love makes Lesbos and land-locked Sharon provinces in his one principality:

I have compared thee, O my love, to a company of horses in Pharaoh's chariots. (I. 9.)

Who is she that looketh forth as the morning, fair as the moon, clear as the sun, and terrible as an army with banners. (V. 10.)

Sharon is land-locked, but Lesbos is in the sea; so that the Lesbian, who daily saw the ships fly in and out of their haven on white wings, had in her heart of memories and tears the most beautiful image of all for the heart's beloved—and that image even was insufficient to express so exquisite a terror. The contrast of these compared passages measures the whole distance between occidental and oriental art.

"Here and there has arisen a graceless soul to mock at the supremacy of Sappho, for which I at any rate would fight to the last with a pen dipt in poison. It has been suggested that she was nothing more than a respectable school-mistress, marching along the cliffs daily, I suppose, at the head of a crocodile of verse-making flappers. Probably she did not die of Phaon's disdain because she could not wreak her heart on him; possibly she never wrote to Philænis as the mystical Donne imagines:

O cure this loving madness, and restore
Me to thee, thee my half, my all, my more.
So may thy cheeks' red outwear scarlet dye,
And their white, whiteness of the Galaxy;
So may thy mighty, amazing beauty move
Envy in all women, and in all men love.

"But she was certainly not a prototype of the Busses and Beales of these diluted days under a sickly sun—no fear! Lately an American she-versifier wrote rebuking me for scoffing at the suggestion that she was the 'American Sappho'; she had the audacity to send specimens of verse which would not have done discredit to the Lesbian, so she bragged in a typewritten letter. Such egotistical imbecility may be possible in Connecticut, wherever that may be; it will never be tolerated in London. I wish these Greekless things could be persuaded of the perfection of the Lesbian's island-Greek, in which the sea sighs and sighs. Here is the best version in English, as I must needs think of that Sapphic picture of the sweet terror of the presence of the Beloved:

As the gods thrice happy the man appeareth,
Who thy voice like heavenly music heareth;
Sitting near thee, surely no more he feareth
Sadness or anguish:

Ah! thy laugh delectable, how it trances!
I am silent, scarce can I bear thy glances;
Wild my fond heart beats to behold thy glances;
Madly I languish.

Parched and numb, the tongue to my palate clingeth;
Straightway subtle flame through my body springeth;
In my ears a tremulous echo ringeth,
Night cometh o'er me!

Blinded, shaken, naught any more discerning,
Pale as moor-grass, seared by a mighty burning,
At Death's door, and strange to myself with yearning,
What may restore me?

"Alas! English craftsmanship can but convey a vague reflection and dim echo of the lucid, eloquent loveliness of the original. How sorry for themselves all Greekless loons would be if only they knew what they have missed—never to have heard that Æolian singing heart through which Love blows like a wind out of the sunset, a crimson tide through eternity!"

HEARTACHES OF OUR AUTHORS

THE pretty doll girl on the magazine covers and the recorded social doings of the débutante bring us daily and weekly evidence of our feminine obsession. Inside the fiction covers it has grown so that one of our younger writers, Mr. Owen Johnson, strikes out vigorously against the "sentimentalization of women" in such portrayals. He declares that a tyranny has been placed on American fiction, and maintains that authors should have the same freedom to analyze women characters as they do men. Another young author, Mr. James Oppenheim, confides to us the burden he feels under the sentimental demands of his readers, and lets us know that he can hardly make men as they are without incurring the reproach that his characters are not "lovable." Our readers, he says, "come to us as children who want to be petted and soothed and told, 'Never mind, dears, life is all right and you and I and every one else are really beautiful, upright, true, and splendid,' instead of coming to us as men and women of some stamina with the powerful desire to face life, see it in its deficiencies and possibilities and go through the toughening process of grappling with reality." In *The Weekly Book Review* of the New York *Sun* he tells us that what people of this sort want of their fiction is "wish-fulfilments"—"their weak yearnings and dreams of bliss come true." The blame lies also with the writers, he thinks, for not keeping a stiff backbone in the presence of this flabby sentimentalism:

"It is their duty to send out their personal challenge to the public; it is their duty to seize upon the life about them in all its terror and splendor, to analyze and project it, to smelt it until it is white in the fire of their own faith and philosophy, to show its failures, but also its possibilities; and to present it with all the power and strength that is in them. Of what avail are followers if there is no leader? Of what use is the new reading public without the new authors?"

Mr. Oppenheim tries to shame us by showing up some of these cravings for "wish-fulfilments":

"An excellent illustration was the marvelous popularity, among women, of that novel 'The Rosary,' by Mrs. Barclay. Fine-minded women wept over those inky slops! And why? Because the heroine was the woman the reader desired to be! She thought she was ugly, but in truth she was beautiful; she was innocent and misunderstood, and suffered a sweet, long-drawn out heartache; but all came right in the end; she never did a wrong, but she herself was wronged; she was perfect; she was any woman in the world save—the reader. In other words, the reader did not want to confront herself. . . . . .

"But all this is equally true of the noble and handsome men that never make a misstep through one hundred thousand words of a popular novel. Blest was Owen Wister's *Virginian!* There was a man for you! Primitive, but tender; commanding, but gentle; heroic, but modest; passionate, but humorous; a blend of captain of industry and poet; the ideal hero that the woman heart is seeking! Where is his like among us? Take it as a fact, that the married woman who adored the *Virginian* was merely trying to escape from her husband to the man she wished she had married . . . if she had met him.

"We lack faith in life, we seekers of the wish-fulfilment! We Americans lack faith. When I am told that the characters in my 'Idle Wives' are not lovable, I answer: They are lovable to me; for they are men and women as I know them.

"There is a practical bearing to all this. It is not a mere question of art and taste. It is my firm belief that the sort of fiction that floods like a maudlin dream over the American people works a havoc among us.

"But I believe a change is coming over us; I believe especially among the young is there a revulsion against the literature of lies; an awakening to the dry-rot that has eaten into our lives; a passionate desire to look the facts in the face, and to base life upon a cleansing and fine reality. The imported truth-telling has already won us; the truth-tellers of England and France and Germany and Russia have found a growing audience here. We welcome Shaw and Rolland and Dostoyefsky and Ibsen. The last break in our provincialism will come when we accept our own truth-tellers and give them equal standing."

RELIGION AND SOCIAL SERVICE

FOR SABBATH RECREATION

SABBATH OBSERVANCE, which has been the cause of so much legislation in this country, should find a way to combine with it a wholesome Sabbath recreation, thinks the Vicar of Whittlesey St. Andrews, near Peterborough, England. He declares the Puritan Sabbath to be a "modern" institution with "neither history nor theology behind it." He calls it modern, "for it is not a century and a half old." Scotland alone can furnish it a history of two centuries. "It was the discovery at the end of the sixteenth century of a Scotsman, and passed thence through the Puritans to England." Nowhere out of America and the British Isles does it have even a recognized existence, points out this writer. Furthermore, "no primitive or medieval theologian knew aught of it. . . . Neither south of Europe with its Romanism, nor northern Europe with its Protestantism, nor eastern Europe and the Greek Church knows anything about it." Becoming somewhat warm in his denunciation, this Church of England clergyman, Rev. A. E. T. Newman, writing in the London *Daily Chronicle*, dubs it "a mushroom in its growth and an evil fungus in its existence." Proceeding, he writes:

> "If it were otherwise I should still maintain the right of those who did not profess the Christian faith to play games, for I deny the right of a majority to refuse to a minority the freedom to obey their own consciences. As it is, I hold that the only obligation resting on a Christian is to attend the Holy Communion on Sunday morning. If he can derive profit from attending one or more extra services it is well, if he can add to that a meditation on sacred things in the afternoon it is better; but that is the obligation. That performed, there is no theological reason which can be given why the Christian should not spend the day in the manner which he finds best for the body, the mind, and the spirit, and which helps him most to realize that it is good to be alive.
>
> "Putting it on the lowest ground, that of expediency, it must be remembered that all men and boys do not spend the whole of Sunday either in church or in their homes. Many of them spend the day in killing time. Every one will admit that there is no more dangerous occupation to be found. It leads, as every resident in village and country town must know, to many evils. It would be infinitely better to occupy all who had nothing to do either in playing or watching a football- or cricket-match in the afternoon. It would be far better if some club were open in the evening, where men who have no comfortable home or feel the need of company could have their game of billiards or of crib. . . . . . .
>
> "The dread of a Continental Sunday is moonshine. It is derived chiefly from a week-end in Paris, where no doubt there is much visible irreligion, but where there is, in truth, much invisible piety. To see the feasibility of my view, and that it is in no way inimical to religion, it is only necessary to see a village in Roman Brittany or in Protestant Switzerland or in Lutheran Norway. In any of the three it is patent to the observer that while the people make Sunday a fête, they none the less perform their religious duties."

Mr. Newman is unhaunted by fears of empty churches and Sunday-schools, with "irreligion rampant." "If the Christian religion has any hold on its nominal adherents," he asserts, "it will maintain it, be the counter-attractions what they may."

> "If a simple afternoon game will empty the churches in the evening, I can only say that the present system has obviously produced no genuine faith. The Christian Church won its way in the face of all manner of counter-attractions; it maintained its position for many centuries, in which all manner of games were played on Sundays. I believe it will still hold its own, and, perhaps, recover its ancient preeminence if it once again took its old position in this matter.
>
> "I would ask my good friends these simple questions:
>
> "1. Do they seriously believe that to us English people alone has been revealed the whole truth in this matter, and that all other Christians in the world are hopelessly in error?
>
> "2. Do they think it credible that a Scotsman, fifteen centuries at least after Christ, should discover a commandment of which no other Christian teacher ever dreamed?
>
> "3. Are they quite prepared to say that their way is the only possible one, and thereby condemn all the saints and martyrs who built up the Church and handed down to us the faith in which we stand?"

The Committee on Sabbath Observance of the Presbyterian Church have distinctly another ideal, as is shown by the report brought before the General Assembly at Chicago. With a request that all employers grant the Saturday half-holiday, they drew the lines closer upon the Sabbath observance. The text of their recommendation appears thus in the New York *Times:*

> "That the General Assembly reiterates its strong and emphatic disapproval of all secular uses of the Sabbath day, all games and sport in civic, as also in the Army and Navy, and all unnecessary traveling and all excursions, and urges upon all employers of labor and captains of industry to recognize the need of the laboring man for his weekly rest day, and thereby insure his greater efficiency and happiness, and the greater prosperity of both capital and labor.
>
> "That we most respectfully call attention of all public officials to the potent influence of their position on all moral questions, and the necessity of greater care on their part, that they may strengthen, rather than weaken, by their influence, public and private observance of the 'Lord's day.'
>
> "That all families be urged not to buy anything on the Sabbath, to plan for their servants on the Sabbath and to help them fulfil their religious duties, and pay laborers so they may have Saturday afternoon to make provision for the Sabbath.
>
> "That the General Assembly reiterates its emphatic condemnation of the Sunday newspaper and urges the members of the Presbyterian Church to refuse to subscribe for it or read it or advertise in it.
>
> "That the faculties of colleges and seminaries, if the way be clear, be requested to omit recitations Monday mornings, so as to leave the Sabbath free from the necessity of students preparing their lessons on that day.
>
> "That a Sabbath Observance Committee be organized in each synod and presbytery."

DISTILLERS "LOOKING BACKWARD"—Some of the religious journals are seeing an unconscious irony in a recent act of a firm of liquor-distributers in Kansas City which dispatched a letter to several institutions for the cure of alcoholism offering to sell its mailing-list because it planned to go out of business. "Our customers are your prospective patients," it somewhat cynically began, and its appeal makes *The Biblical Recorder* (Raleigh) see a splendid prohibitionist document. The letter continues:

> "We can put on your desk a mailing-list of over fifty thousand individual consumers of liquor. This list is the result of thousands of dollars of advertising. Each individual on the list is a regular consumer of liquor. The list of names is now live and active. We know because we have circularized it regularly. We will furnish this list in quantities at the prices listed below."

The same letter, says *The Recorder*, was sent to the Neal Institute, Chicago (another liquor-cure establishment), which later received a follow-up letter, dated December 20, containing the following paragraph:

> "We know that you can make our list exceptionally productive to you. Each man on it has been a regular buyer of liquor by mail and a constant user of it, and there is not a single one who would not like to quit the habit. Each man is keenly alive to the injury of his practise, and he is only awaiting some way of stopping. If you can convince him of the permanent efficacy of

your treatment he is your patient, and you know how to convince him."

The Episcopal Recorder (Philadelphia) observes:

"It is not often that the liquor-dealer is so frank in his avowal of the results of the traffic. He will talk of the 'weak man' who can not control his appetite, but he is insistent that the 'proper use of liquor will harm no one,' so that this is a departure from usual practise that is notable. 'Our patrons, your patients,' is something new. It is an acknowledgment of what they have heretofore sought to deny—every one of the 50,000 habitual users of liquor a 'prospect' for the Keeley cure. No comment is necessary."

A CATHOLIC WAR ON DIVORCE IN MASSACHUSETTS

CATHOLIC lawyers of Massachusetts are about to form a league to check the spread of divorce. State Treasurer Frederick W. Mansfield is said by the New York *Freeman's Journal* to have originated the idea of the organization and to have written to each Catholic lawyer in the State requesting his presence at the meeting held in Boston to formulate a federation. His study of the latest statistics, Mr. Mansfield says, "discloses an alarming increase in the divorce business in Massachusetts." He, therefore, wishes to do all that lies in his power "to cause the attitude of the Catholic Church to become the attitude of the Commonwealth." *The Freeman's Journal* makes this comment:

"It would certainly be a glorious achievement, if Massachusetts could be induced to take her stand by the side of South Carolina, which has the proud distinction of being the only State in the Union that has embodied in statute law the teachings of the Catholic Church in regard to the sacredness and the permanence of the marriage tie.

"When a South Carolinian, man or woman, enters into marital relations he or she knows that only death can sever those relations. There are no South-Carolinian divorce courts to issue decrees which will enable the citizens of that State to break up their homes, send their legitimate children adrift, and take new marital partners until such times as their unbridled passions may urge them to enter upon other matrimonial adventures.

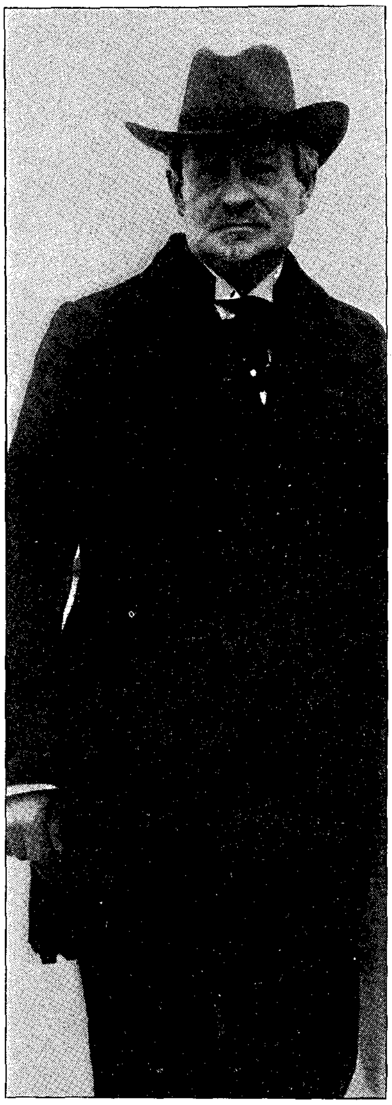
"Should the Catholic lawyers of Massachusetts succeed in making their State rival South Carolina in hedging the home with such safeguards as exist in the Palmetto State, they will perform a glorious work. State Treasurer Mansfield, in speaking of what it is possible for them to accomplish in this direction, says: 'If every Catholic lawyer in Massachusetts will join this proposed league and pledge himself not to take any new divorce business and to appear in divorce cases only to contest them on behalf of the libellee or corespondent, or in order to safeguard the rights of the libellee as to the custody of the children or in regard to the alimony, I think a long step will have been taken toward the eradication of divorces in Massachusetts.'

"In addition to doing what is here laid down, every Catholic lawyer who will join the antidivorce league will be asked to use every endeavor to bring about a reconciliation between the parties seeking divorce.

"The work in which the Catholic lawyers of one of the principal States are invited to participate is one of vital importance to the well-being of the nation. At present there is one divorce for every twelve marriages. It is surely high time that something should be done to remedy such a state of things. Dr. Moody, of San Francisco, Secretary of the International Congress on Marriage and Divorce, has compiled divorce statistics for the United States covering the last fifty years. In his report to the State Commission of California he states that the number of divorces in the period with which the statistics deal totaled 2,000,000. The worst feature of his report is the ugly fact that the ratio of divorces in recent years has increased. With only 18,000,000 married women in the country, 110,000 divorces are reported during the last year—a greater number than was ever reported before.

"The saddest thing about this fearful record is the unmerited suffering inflicted upon the innocent victims of the divorce system. Speaking of them, Dr. Moody says: 'More than 1,400,000 children have been needlessly deprived of one or both parents by the divorce court. The result has been an increase in the attendance at reform schools, orphanages, and in some instances at the rate of from 33 per cent. to 100 per cent.'

"These statistics tell their own tale. It is one which should fill with alarm all lovers of their country. We can pile up our millions and develop our material resources to their utmost, but what will it all amount to if the very foundations of our real greatness are slowly crumbling away? If American homes should be destroyed by the divorce evil, there could be no compensation for that unspeakable disaster, which would mean the ultimate destruction of the Republic itself. We see, then, the vital importance of the task to which the Catholic lawyers of Massachusetts are about to apply themselves."



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"MORE, NOT LESS, DIVORCE IS WHAT WE NEED."

Georg Brandes is not satisfied with our record of 2000 divorces a week last year, and is reported as exclaiming: "God give us more!"

As a counterstroke to this effort of the Massachusetts State Treasurer, the daily press print an interview with Prof. Georg Brandes, the Danish man of letters now visiting us, in which he fervently exclaims, "God give us more divorces!" The New York *Sun* reports him as saying:

"To me there is no situation in the world more hideous than that created by the compulsory living together of two human beings who have ceased to want to be together and for whom all points of mental or physical contact have ceased to exist.

"I have watched women and men writhe against these chains. In Italy, where there is only the civil act of marriage, this bond is made 'indissoluble.' I think this a crime. In America you have approached more nearly to human justice. You hold out a hope for future happiness to poor human beings—at least a hope.

"More, not less, divorce is what we need. The freedom of divorce is a gift to humanity. Anyway, we all know that marriage is a great find of civilization and one of the few signs of justice in the world.

"Marriage was invented as a safeguard against the crass brutality of men. It is meant as a protection for woman and child. If men were not brutes, the contract need not exist."

THE REAFFIRMATION OF JESUS—Whether it be the influence of Bergson and his doctrine of the "will to believe," or the example of certain of our younger poets, the fact remains, as the New York *Evening Post* points out, that a new consciousness of Jesus is to be seen among radical thinkers. Thus:

"Not the least remarkable phase of contemporary I. W. W. and revolutionary thought is the fervor with which Alexander Berkman, 'Wild Joe' O'Carroll, the Ferrer School faculty and alumni, Becky Edelson, Upton Sinclair, and other exponents of the great unrest have become convinced of the historicity of the founder of the Christian religion. Whereas revolutionary thought was formerly inclined to relegate the Nazarene to the realm of myth and priest-created superstition, a veritable epidemic of religious conversion is now raging among the orators of Union Square and the erstwhile promenaders of lower Broadway. Anarchist and freethought circles, which formerly used to identify Jesus with Baal and Adonis, as personifications of the sun myth, are now busy attesting his reality and his close resemblance to Mr. Bouck White. It is one more proof of the Bergsonian will-to-believe which creates its objects of faith in accordance with the needs of a practical situation."

THE KINGDOM NOT TAKEN BY ENTERTAINMENTS

IF THE KINGDOM OF GOD was to be taken by violence in times past, the idea is not thoroughly discarded to-day. But its capture now is "a duty of basket-ball teams," notes *The Biblical World* (May, Chicago). "When these fail, we still hope to introduce religion surreptitiously between stereopticon slides and to deepen foreign-mission enthusiasm by pageants." If entertainment is the real function of the church, it goes on to declare, then "the church is already outgrown"; for "it can not compete with commercialized amusements or with municipal playgrounds." And it will be "rightfully outgrown," too, for "it will have ceased to do the thing which as a church it ought to do: bring men and God together." These questions are keenly debated to-day in both religious and lay journals. The opposite view stated by Mr. George Creel appeared in our issue of May 23, in which he advocated "putting the church on full time," and giving into its charge nearly all the secular activities of the community. The position taken by *The Biblical World* is thus enlarged:

> "It is amazing how mad our modern world is after amusement. The feudal lord kept his fool, who was anything but a simpleton, but our modern world is content with nothing that is not highly spiced with entertainment. Our preachers must have their stories, our professors must be clever as well as learned, and our evangelists (God forgive us) must be vulgar before our attention is much attracted.
>
> "Is it any wonder that our world has lost a sense of reverence?
>
> "Play is a legitimate right of children, but any person who thinks that a child's needs are satisfied on the playground simply does not know children. Quite as truly that man has much to learn who thinks that sturdiness of character, abhorrence of sensuality, heroism that scorns delicate living and welcomes sacrifice can be produced without listening to the Hebrew prophet and the English Puritan.
>
> "The world in which we live is not good-natured. We have not yet quenched the lust for war, or abolished sin, or ended death. A religion that overlooks men's sins, men's sufferings, and men's death is only a diversion. It does not save men—it hardly keeps them out of mischief.
>
> "The sensuousness of our day will not be driven out by amusement. The only message of salvation that will cut unto our selfishness and recklessness is one that makes us morally uncomfortable; that does not distract our attention from sin; that makes us feel the doom impending upon lives and social orders which have taught themselves to believe that we live in a good-natured universe, and are responsible to a good-natured God.
>
> "A minister should not speak comfortably to comfortable people. He ought to make such folk morally uncomfortable.
>
> "One reason why men prefer golf to church is because they have drifted into the notion that golf and church-going belong to the same general class of interests. Truth need not be deadened in order that it may find one's conscience, but a church crowded with people who want to be entertained is a poor recruiting-ground for the army of the Lord. . . . . . .
>
> "Seriousness and gentleness, candor and fraternity, solace and inspiration—these are some of the characteristics of a genuine religion. To doubt their power and to seek crowds by cajolery, by appeal to that which is frivolous, hysterical, cheap, and vulgar, is to publish a lack of faith in the gospel of the kingdom that is love, joy, and peace in the Holy Spirit."

BISHOPS FOR THE FREE CHURCHES

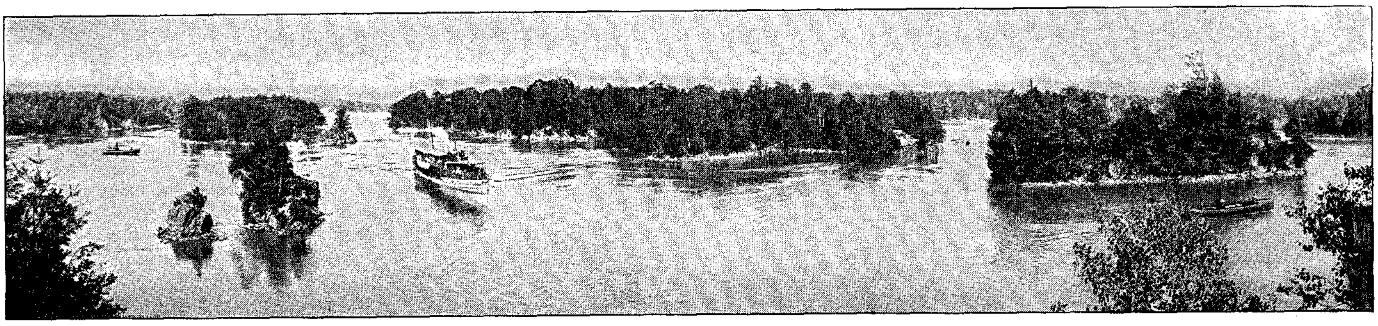
A NEW SORT of episcopacy is recommending itself to the Free Churches of England, and its application to non-Episcopal churches of America is considered as feasible by *The Congregationalist* (Boston). Speaking for Congregationalists and Baptists, this paper interprets the proposal simply as an agency of "oversight and big brotherliness." Their churches, he declares, have no place in their polity "for an episcopacy that means authority or that carries any sacerdotal pretensions." In England the question has been raised by a remarkable address at the recent meeting of the National Council of Evangelical Free Churches by the Rev. J. H. Shakespeare. His proposal bears on the question of Church union, but approaches the matter from the point of view of a unified clergy. We read:

> "He has been bold enough to conceive of an organization that should be known as The United Free Church of England. Call it a dream if you will, but it has served its uses already as an ideal, and has stood the test of searching criticism, while, all things considered, the response to his conception from men of light and leading and from the rank and file as well has been gratifying.
>
> "At this recent meeting in Norwich of the Free Churches in an address entitled 'The Contribution of the Free Churches to Christian Unity,' he again reaffirmed his conviction that 'the greatest service that we of the Free Churches could render would be to put an end to some of our own divisions.' Here is one of his eloquent passages:
>
> " 'More than twenty-five years ago I began my ministry in this fair city. I was but a child in many things. I thought that our sectarian differences were a part of religion, but now I know that the things that matter are a clean heart, a pure spirit, and a will surrendered to God. I see now that the true Church is the Church of all the saints, saved by the everlasting mercy, redeemed by the precious blood of Jesus, and sanctified by the Holy Spirit. I see now that men are sad at heart amid their pleasures, that dreams are more potent than appetites, that they are lonely as life advances, and that as the sky darkens they want to be sure of a refuge from the gathering storm.'
>
> "Regarding the practical realization of this ideal, Mr. Shakespeare admitted that some old-time traditions and barriers might have to give way, but that none of the real treasures of evangelical thought and witness-bearing would be sacrificed. 'The people,' he says, 'are waiting for the bugle-call to advance.' He does not look for the doing away of denominational lines at present, but would have on the part of all the Free Churches the recognition of a common ministry. This is already illustrated by the ease with which Dr. Jowett has made the transition from Congregationalism to Presbyterianism, and by the common service to-day at Westminster Chapel in the same ministry of Rev. G. Campbell Morgan, a Congregationalist, and his colleague, who is a Baptist. Furthermore—and this is the crucial point just now—Mr. Shakespeare said he hoped to live to see England divided up into Free Church dioceses with Free Church bishops; or if that term is not liked, let them call these overseers general superintendents. He stopt to pay this tribute to episcopacy by saying that while it was once associated with arrogance, persecution, and worldly pomp, it suggests to-day the learning, wisdom, and piety of the bishops of the Church of England."

This oversight and assistance of the smaller churches are just as much needed in America to-day as in England:

> "Our stronger churches able to go their own paths and solve measurably their own problems may not require such aid from without; but multitudes of smaller ones need, to overcome inertness and ineffectiveness, some wise, firm impulse from without representing the good will and wise judgment of their brethren. Indeed, some of our home missionary superintendents without being set apart for such work are already practically acting in this capacity. Such an influence, for instance, as Dr. Emrich, of Massachusetts, brings to bear upon the scattered churches of his far-reaching and cosmopolitan parish is of inestimable value. We do not think that it would be lessened at all if it were given formal and official sanction; for we agree with Dean Farrar and other scholars and consecrated leaders that while episcopacy is not an essential of the Church, it may be a part of the *bene esse* of the Church—that is, it may have an essential bearing upon the well-being of the Church."

VACATION TRIPS IN AMERICA



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AN AMERICAN INLAND WATERWAY PARADISE—WITHIN THE LABYRINTH OF THE THOUSAND ISLANDS, ST. LAWRENCE RIVER.

SUMMER PLAYGROUNDS

IN the summer all the United States becomes a giant playground. True it is that we have a considerable winter playground—all around our Atlantic coast from Atlantic City south to Florida and across to Galveston, Corpus Christi, and San Antonio, in Texas, on again to California and up the west coast as far as San Francisco. But sometime in the late spring the tourist tide sweeps irresistibly northward or to the high altitudes of the southland. Before it has settled or begun to ebb it has carried travelers, hundreds and hundreds of thousands of them, to hundreds and tens of hundreds of resorts, all the way from Nova Scotia, down through New England, west through the Great Lakes and to many smaller resorts on the Pacific, north to the Canadian lakes and mountains, even into Alaska, for our tide of summer travel is far too great to recognize mere geographical boundaries. It is a swollen tide and it grows greater with each ensuing year. Already it is predicted that 1914 will break the tourist travel records in America, just as 1913 broke the same records for all years that had gone before.

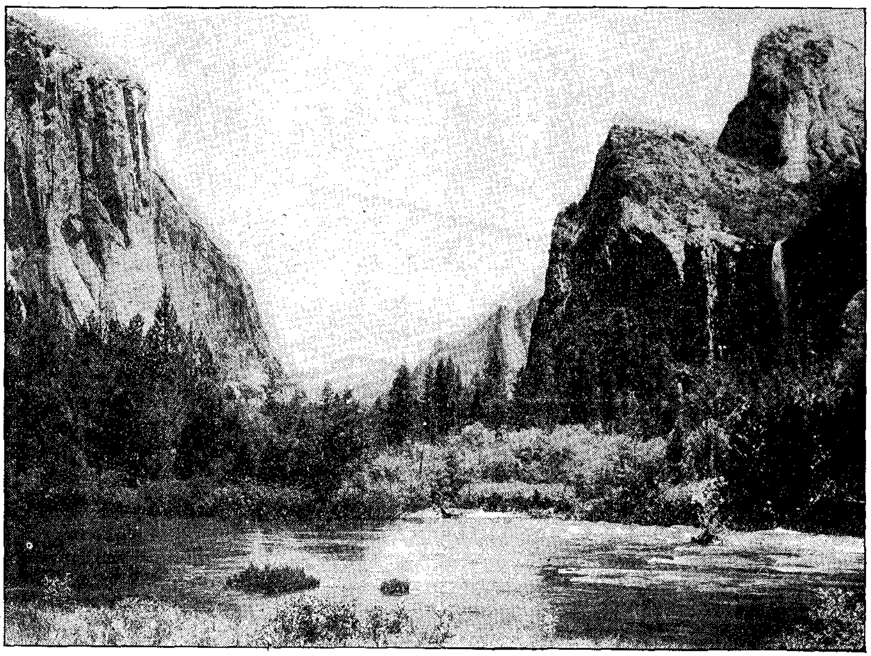
NEW ENGLAND RESORTS

The man who lives east and north of the Delaware and Susquehanna rivers is apt to let his first vacation thoughts carry him into New England. That region is wondrously accessible and attractive when once you have reached it. The steamboat lines that run through the Sound to Fall River and half a dozen other ports have been famous for more than half a century. Within recent years other popular passenger routes have sprung up which go from New York, outside of Cape Cod, to Boston, Portland, and other points (that is "down the coast," according to the topsyturvy phraseology of the average State-of-Maine man). While it is announced that this summer will record the completion of the privately owned ship-canal across Cape Cod from Buzzards Bay, it is not likely that this route will come into large usage for passenger craft this season. The canal will serve its most practical purposes during the hard winter months when the passage outside the Cape is often fraught with danger. In the summer the outside route offers the charm of an ocean voyage, without the time or the expense that must be given to transatlantic trips.

Maine brings many fascinating memories to the man who has made a habit of going there—blue waters, rocky shores, wonderful evergreen trees, Monhegan Island, Camden, Bar Harbor, the exquisite, Portland, with its trim streets and houses and a wealth of near-by attractions, Old Orchard Beach, Biddeford Pool, Poland Springs, and great stretches of virgin and little-known forest. Just to the south and west of Maine lies New Hampshire, a State whose charms are hardly less than those of her larger sister. New Hampshire has very little sea-frontage, yet Portsmouth is hardly less attractive than Portland. Even the State of Maine can not boast a Crawford Notch or a Mount Washington. A great many new playgrounds have become known since the White Mountains first came into their own reputation and folk boasted that they had made the trip in the funicular railroad up the side of Mount Washington; but this region has never enjoyed a greater popularity than has come to it within the past half-dozen years. New hotels have been built around Mount Washington and well to the south, while gentle lakes, like Sunapee, have become, in a quiet way, distinguished watering-places.

As the White Mountains are to New Hampshire, so are the Green Mountains to Vermont. Great throngs of summer travelers will soon be finding their way from Manchester through Brandon and Burlington to Woodstock and Mount Mansfield. The Green Mountains are, in effect, but a continuation of that great eastern Appalachian ridge of America, which a few miles farther to the south forms the Berkshires, one of the most beautiful countries in the land. The Berkshire country is in Massachusetts, and those wonderfully trim colonial towns—Pittsfield, Lenox, Stockbridge, and Great Barrington—are proud of the fact that they are of the Bay State, which even schoolboys know as the mother commonwealth of New England.

Massachusetts as a playground does not depend entirely on the Berkshires. The Connecticut River cuts across her territory and forms a valley of peculiar gentleness and sylvan charm. Where the Bay State thrusts her many miles of shore-line out into the Atlantic tens of thousands of carefree Americans will be romping in the sands or sailing out through well-protected bays and inlets. Above Boston this shore is aristocratic. It is the "North Shore" of Beverly and Magnolia, with the artists'



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AN AMERICAN MOUNTAIN WONDERLAND—BRIDAL VEIL VALLEY, YOSEMITE VALLEY.

The Evolution *of* Dentifrices

It is a fine art to make a perfect dentifrice—one which will clean and polish without scratching—which will fulfill in a thorough and harmless manner the meaning of the word Dentifrice—dental friction.

Precipitated Chalk made a great change

It was not so long ago that dentifrices generally contained infusorial earth, cuttle-bone, pumice and other bases, all far too harsh for the delicate enamel of the teeth which, once injured, cannot be restored by nature. In time these materials were largely discarded and the less harsh precipitated chalk became the accepted base of the better dentifrices.

But all precipitated chalks are not alike

Colgate's base is safe

Colgate & Company, not satisfied with the best chalk to be bought on the open market, experimented in their laboratories until they had perfected a chalk free from sharp angular particles; a chalk that will cleanse and polish without scratching. We make only enough of this for use in our own dentifrices—and so far as we know, we are the only manufacturers who make their own base. This is an evidence of the care used in *making* Ribbon Dental Cream.

And the advertising is truthful

In advertising—as in manufacturing—we choose scrupulously. What we *say* about Ribbon Dental Cream is as conscientiously examined as what we put into it. Efficiency with safety marks the making—efficiency with truth is the aim of the advertising. Every advertisement is written with the hope that after reading you will test the truth of the statement. As you do so, you have our word that it *is* true.

Ribbon Dental Cream does six things

Colgate's Ribbon Dental Cream does six things—and does them well.

1 Checks the growth of decay-germs.
2 Corrects an acid condition of the mouth.
3 Delights by its delicious flavor.
4 Cleans thoroughly without injurious chemicals.
5 Polishes the teeth to natural whiteness without harmful grit.
6 Leaves the mouth wholesome and the breath pure.

COLGATE'S
RIBBON DENTAL CREAM
TRADE MARK

is a complete dentifrice—you too should use it.

COLGATE & CO.
Established 1806 New York

colonies nestling in about Gloucester and Cape Ann. South of Boston it becomes more democratic, altho Scituate, Duxbury, and Plymouth have reputations that are not based entirely on rare historical associations. Provincetown, out at almost the extreme tip of Cape Cod, is of their kind. Of equal association with the flat and sandy "Cape country" are Buzzards Bay and Chatham. Just to the south of these are two famous islands that rest out to sea—Martha's Vineyard and Nantucket. Edgartown is the chief point on the first of these and is still redolent of the days when the whaling industry flourished there. 'Sconset is the metropolis of Nantucket. In its narrow, treeless village streets, you may walk arm in arm with Yesterday—if you have any romance in your soul.

The most aristocratic of all American watering-places—the incomparable Newport—lies just to the west of this group of Massachusetts seashore resorts. It is all that it is reputed to be, and something more. To a chance traveler, Newport is decidedly worth while for a sojourn of two or three days. For a stay lasting all summer, unless one is able to wave a magic wand that brings an open-sesame to great houses, Newport is apt to be a place of heart-burnings. Its democracy, exprest most audibly by the cliff-walk, where any one may tread upon the most exclusive estates of the town, is not deep. To a stranger the place is cold, aristocratic. And yet in any study of American playgrounds it hardly can be neglected.

Narragansett Pier, just across the bay from Newport, is to the average man and woman much more enjoyable. And just beyond the Pier is Watch Hill, a wonderful promontory thrusting itself into the sea, long famed for shore dinners and good times. Beyond Watch Hill is New London, with ambitions to become a second Newport, where, on very clear days, you may look across the sea to the dim outlines of Block Island, a cool and treeless place with fascinations quite its own.

From New London along both shores of the Sound to New York the resorts grow more local and finally are distinctly suburban. They are roisterous jolly places, or quiet and rather secluded cottage colonies, with little desire for visits from casual transients. To the motorist they put their best feet forward. A ride over splendid roads along either shore of the Sound is a pleasure not soon forgotten.

Among rail lines reaching the New England coast resorts and the Maritime Provinces of Canada are the Intercolonial (Government) and Canadian Pacific in New Brunswick; Dominion Atlantic and Great Northern in Nova Scotia; Reid Newfoundland in Newfoundland; Canadian Pacific, Grand Trunk, and Maine Central in Maine; Boston & Maine and New Haven System in Massachusetts, and the New Haven in Rhode Island, and Connecticut. Steamer service to the northern New England and Canadian coast is afforded by fifteen separate lines operated by the Eastern Steamship Corporation, including the Metropolitan Steamship Line, over the all-water route between New York and Boston; the Maine Steamship Line between New York and Portland; the Kennebec Line between Boston and points on the Kennebec River; the Boston & Portland Line between Boston and Portland; the Bangor Line between Boston, Penobscot River landings, and Bangor; the International Lines, affording direct service between Boston and St. John, N. B.; also a line between these cities with calls at Portland, Lubec, and Eastport; the Boston and Yarmouth Line between these cities, and local lines along the New England coast and estuaries, including Portland and Rockland line; Portland and Boothbay; Mount Desert & Blue Hill Lines, and the Frontier Line between Eastport and St. Croix River points. From Boston both Halifax and Charlottetown may be reached also by Plant Line steamers. Tourists to Nova Scotia may sail direct from New York to Halifax and St. John's, N. F., by Red Cross Line ships. This line maintains also a coast line for Newfoundland ports and service to Battle Harbor, Labrador. To or from Newfoundland steamer service between North Sidney and Port au Basques is afforded by the Reid Newfoundland steamers. This line also has fortnightly service to Labrador.

Between Boston, Savannah, Providence, Philadelphia, Baltimore, Norfolk, and Newport News operate ships of the Merchants' and Miners' Line. Between Boston, New York, and Savannah an ocean trip may be taken by Savannah Line steamers. The southern New England coast is served by the New England Navigation Company, operating the Fall River Line between New York, Newport, and Fall River, and lines between New York and New London; New York and New Haven, New York and Bridgeport, New York and Hartford; Providence and Block Island; New York and New Bedford (connecting with New Bedford, Martha's Vineyard, and Nantucket Steamboat Company), New York and Providence, and New London and Block Island.

Central and northern Maine resorts are reached by Bangor and Aroostook and Canadian Pacific systems.

The railway systems reaching the White Mountains include the Boston and Maine, Maine Central, Canadian Pacific, and Grand Trunk.

The chief routes to the Green Mountains are the Rutland, Central Vermont, and Boston and Maine Railways, and the Lake Champlain steamers.

Train service to the Berkshire region is afforded from New York or Boston by the New Haven system and New York Central Lines.

IN NEW YORK STATE

No other State, with the possible exception of California, offers quite so large and brilliant a variety of playgrounds as New York. With the Hudson River, the Catskills, Saratoga, Lakes George and Champlain, and the Adirondacks on one side, Niagara, Ontario, and the Thousand Islands on another, the wonderful "finger lakes" within her heart, and the seashore paradise of Long Island, the Empire State is a veritable playground.

To see it at its best, one must start from New York in the early morning, and travel on one of the finest river steamboats that has ever been built. It is fit that these steamers should be the best of inland craft, for it is upon their route that Fulton's *Clermont* once steamed her way and so blazed a path for the triumphs of steam navigation. Before the city of New York is passed one of the wonders of the Hudson—the steep stone cliffs of the Palisades, once called the "lip of the world"—is seen at the left. Later come the Highlands, rugged wooded mountains lining the river-bank for twenty miles before you reach West Point and those river portals, Storm King and Breakneck, which guard the stream with a sort of dramatic brilliancy. Above the Highlands the banks are lower for a time. Just below Rondout, the ancient port of ancient Kingston, the Catskills show themselves for the first time, in one of the loveliest of all river views. The Hudson does not

(*Continued on page* 1400)

CURRENT POETRY

NO one can accuse Prof. A. E. Housman of writing too much. For many years, admirers of "A Shropshire Lad" (and that means nearly all lovers of poetry) have looked in vain for other poems by its author.

That remarkable little work had considerable influence on literature in England and in America. William H. Davies, Lizette Woodworth Reese, Sara Teasdale, Thomas S. Jones—these are a few of the poets whose work seems to have been simplified and strengthened by the example of the college professor who could interpret the soul of a plowboy.

And now Professor Housman breaks the silence of years, contributing to *The Cambridge Review* a poem of which we are glad to be permitted to quote two stanzas. To say that they are characteristic is to praise them highly enough.

The First of May

By A. E. Housman

The orchards half the way
  From home to Ludlow fair
Flowered on the first of May
  In Mays when I was there;
And seen from stile or turning
  The plume of smoke would show
Where fires were burning
  That went out long ago.

The plum broke forth in green,
  The pear stood high and snowed,
My friends and I between
  Would take the Ludlow road,
Drest to the nines and drinking
  And light in heart and limb,
And each chap thinking
  The fair was held for him.

Mr. Thomas Hardy enjoys writing verse, evidently, or he would continue to make stories of Wessex like those which gave him his fame. But he uses verse, nowadays, to express only the most unpleasant ideas and emotions. In his prose, he frequently gave beautiful pictures of rural England; in his verse, he seldom gets beyond such statements as "The glebe cow drooled." And that is burlesque, not realism. But the verses which we reprint from *The Fortnightly Review*, altho they lack beauty, have dramatic force, and their cynicism is as effective as rimed cynicism can be. The colloquialism of the speech attributed to God robs the poem of its dignity.

Channel Firing

By Thomas Hardy

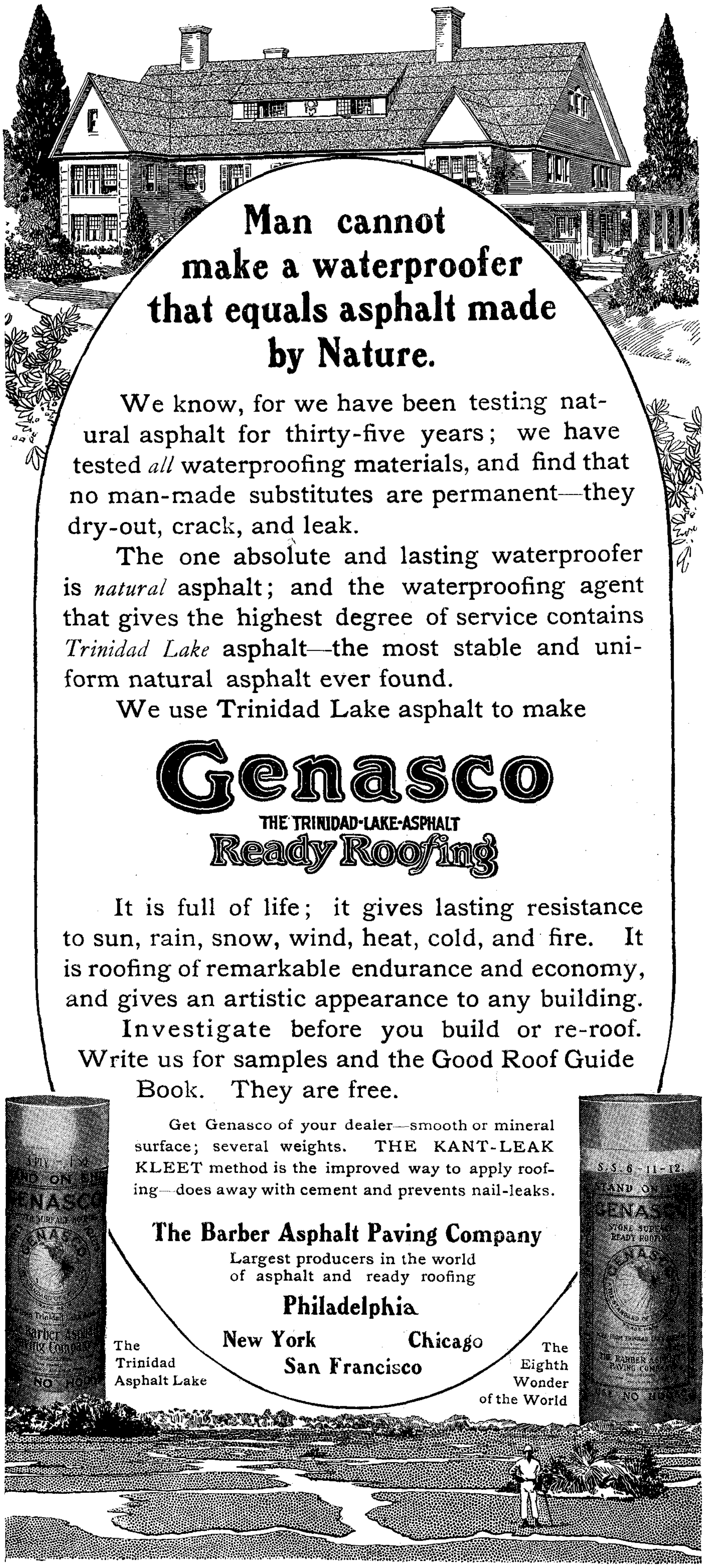
That night your great guns, unawares,
  Shook all our coffins as we lay,
And broke the chancel window-squares,
  We thought it was the Judgment-day,

And sat upright. While drearisome
  Arose the howl of wakened hounds:
The mouse let fall the altar-crumb;
  The worms drew back into the mounds;

The glebe cow drooled. Till God called: "No;
  It's gunnery practise out at sea
Just as before you went below;
  The world is as it used to be:

"All nations trying how to make
  Red war yet redder. Mad as hatters,
They do no more for Christ his sake
  Than you who are helpless in such matters.

"That this is not the judgment-hour
  For some of them's a blessed thing,
For if it were they'd have to scour
  Hell's floor for so much threatening."



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Get Genasco of your dealer—smooth or mineral surface; several weights. THE KANT-LEAK KLEET method is the improved way to apply roofing—does away with cement and prevents nail-leaks.

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Largest producers in the world
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Build Your House to Last—Make It Fireproof

The house you will wisely build now, the house you will surely want to build five years hence will, first of all, be fireproof, just as the modern business building is practically fireproof.

And then the house—*your* home—will be a permanent one, built to last like homes of 100 years ago; built of material that needs little or no repairs. Such houses are built with

Herringbone Metal Lath

Houses of the last generation were cheaply made, inflammable, required constant repairs. They have taught their lesson—they were not economical. People will not build that way again.

Why don't *you* do as thousands are doing now, as everyone will be doing in a decade?

Build a house that will be permanent, fireproof, almost repair-proof—a Herringbone House. It will not be a luxury. Herringbone-stucco houses are built almost as cheaply as wooden ones and are free from the heavy maintenance costs wooden houses entail.

Build for the future.

Write for Book on Building Helps

It answers the questions every home builder asks. It shows pictures of Herringbone houses and will prove to you that the most economical house is a permanent, fireproof one. We will give you any special help you need if you will tell us your problem.

Mention your architect's name so we can co-operate through him.

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And many a skeleton shook his head.
"Instead of preaching forty year"
My neighbor Parson Thirdly said,
"I wish I had stuck to pipes and beer."

Again the guns disturbed the hour,
Roaring their readiness to avenge,
As far inland as Stourton Tower
And Camelot, and starlit Stonehenge.

Poems that are ostentatiously modern in subject are seldom worth reading, for the great poem must sing of things that know not place or time. But *The Independent* recently printed a poem that almost defiantly is of the present, and yet is so sincere and thoughtful as to compel attention. Mr. Slosson's poem contains that rarity, an unhackneyed idea, and he writes with a directness that excellently suits his subject.

There Is No Little Thing

By Preston William Slosson

The air is rent with shout and cry,
And I hear drum and horn,
The purple banners flap and fly,
The mighty Emperor passes by
With curling lips of scorn.

He boasts contempt for little things
And prates of noble mind,
He has for servants none but kings,
He takes but the costliest offerings—
But the Emperor is blind.

His chariot spurns my footsteps slow,
While I plan a motor-car,
He tramples his crops (that I helped to grow);
And his rich dyed robes may fold and flow,
But the colors I drew from tar.

I have read the secret of the air
In a little heap of rust,
And marvels of nature have I laid bare
And enriched the world beyond compare
By a few gray grains of dust.

I tell from scratches on the stones
The story of the earth,
And what to me are crowns and thrones
When I learn from scattered flints and bones
How mankind came to birth!

By soot and graphite and char and coal
(And the Emperor's diamond ring),
By the heaps of slag whence I take toll,
This message I read as on a scroll:
There *is* no "little thing"!

From *The Saturday Review*, always the storehouse of good verse, we take two poems of widely different types. The first is a stirring summons to the men of England, a hearty message that is an antidote to the pessimism which seems to have permeated the minds of the young English versifiers. The short lines and recurrent feminine rimes give the poem, toward its end, a singsong quality, which weakens, but can not destroy, its effect.

England in 1914

By H. Fielding-Hall

Souls of heroes, men of old,
You who made our England's glory,
You whose names are writ in gold
On our little island story.

Nobles, Statesmen, Princes, Kings,
Merchants, men of every station,
Poets who to words gave wings,
You who loved and served our nation.

And you, yeomen of the bow,
Brave and true as were your arrows,
Cockneys, yokels from the plow,
Who were laid in nameless barrows,

Are you grieved at sounds you hear
  Rising to your golden castle,
From your England, sounds of fear
  That disturb you at your wassail?

Are you grieved at what you see
  When to watch us you lean over:
Cloud on cloud piled angrily—
  That is all you can discover.

Is the land for which we bled
  Suffocated in word-vapor?
So you ask. *Or is she dead,*
  Wrapt in winding-sheet of paper?

Souls of heroes, men of yore,
  England is not dead nor dying;
Now, as in all years before,
  She is on herself relying.

The rich current of our blood
  Had grown thick and dull and vapid;
It too long had stagnant stood
  And required a change more rapid.

So new ferments were dropt in,
  Thoughts and visions, hopes, ideas;
All were put into the bin,
  Dreams, diseases, panaceas.

Thus within our vat of life
  There has come a fermentation,
And those clouds of wordy strife
  Are its deadly exhalation.

And strange, hidden things have come
  To the surface, buoyed by gases;
On the top they form a scum
  Hiding what beneath them passes.

But our blood is still good wine,
  And, the effervescence over,
Still more rich and red will shine,
  And no scum then will it cover.

Souls of heroes, men of old,
  Tho the tempest o'er us gathers,
Do not fear. We are, we hold,
  Just as good men as our fathers.

We will see the tempest through,
  Naught shall lack to our endeavor.
England shall emerge anew
  Strong and free as she was ever.

So that when our souls shall sail
  Upward to your golden castle,
You shall rise and give us *Hail,*
  Brothers, come and join our wassail.

Mr. Stephens's poem (also from *The Saturday Review*) is less like the child-songs of Robert Louis Stevenson than most of his recent work. And its originality is by no means a fault. "The Messenger" is as graceful and charming a lyric as has appeared for many a day.

The Messenger

By James Stephens

Little bee, whence do you come?
  Ten fields away, twenty perhaps,
    Have heard your hum.

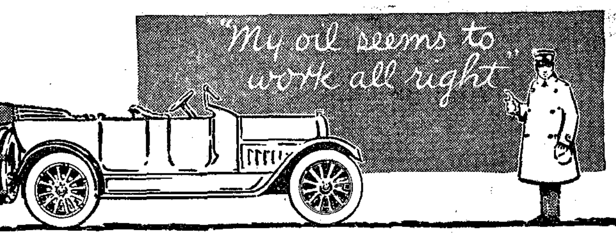
If you are from the north, you may
  Have seen my mother's roof of straw
    Upon your way.

If you come from the south, you should
  Have passed a little cottage just
    Inside the wood.

And should you go back that way, please
  Carry a message to the house
    Among the trees.

Say—I will wait her at the rock
  Beside the stream, this very night,
    At eight o'clock.

And ask your queen when you get home
  To send my queen the present of
    A honeycomb.


"My oil seems to work all right"

This hap-hazard expression is common among inexperienced motorists. It often brings costly penalties.

The motorist should never rest satisfied simply because he *sees* no trouble.

You cannot spare time to frequently examine your wrist-pins and bearings. Nor can you, after each run, inspect your cylinder walls and piston rings for signs of faulty lubrication.

Every good automobile motor is built to stand abuse—for a time.

No matter how inefficient your oil is, your motor for a while will "seem to work all right."

But high fuel bills often point to power-waste—sometimes directly due to incorrect oil.

And the poorly-lubricated motor which "seemed to work all right" too-commonly is headed for the repair shop.

Lubricating oil, to prevent power-waste and premature motor wear, *must* have two qualities.

(1) Its *body* must be suited to your feed system, piston-clearance, bearing design and many other important factors which differ with different motors.

(2) Its *quality* must give full protection to the moving parts under the heat of service.

How can you make sure that your lubricant is correct in body and high in quality?

A safe, scientific guide will be found in the carefully-studied recommendations listed in the Lubricating Chart, printed in part at the right. Each recommendation in this Chart was made after a careful engineering analysis of the car's motor.

For a number of years this Chart has been the standard scientific guide to correct lubrication.

A copy of our complete Chart will be sent you on request.

On request we will also mail a pamphlet on the Construction, Operation, and Lubrication of Automobile Engines. It describes in detail common engine troubles and gives their causes and remedies.

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A grade for each type of motor

The various grades of Gargoyle Mobiloils, purified to remove free carbon, are:

Gargoyle Mobiloil "A"
Gargoyle Mobiloil "B"
Gargoyle Mobiloil "E"
Gargoyle Mobiloil "Arctic"

They can be secured from reliable garages, automobile supply houses, hardware stores, and others who supply lubricants.

It is safest to buy Gargoyle Mobiloils in original barrels, half-barrels and sealed five and one-gallon cans. See that the red Gargoyle, our mark of manufacture, is on the container.

For information, kindly address any inquiry to our nearest office. The city address will be sufficient.

Correct Lubrication

Explanation: In the schedule, the letter opposite the car indicates the grade of Gargoyle Mobiloil that should be used. For example; "A" means "Gargoyle Mobiloil A." "Arc" means "Gargoyle Mobiloil Arctic." For all electric vehicles use Gargoyle Mobiloil "A." The recommendations cover all models of both pleasure and commercial vehicles unless otherwise noted.

MODEL OF	1910		1911		1912		1913		1914	
CARS	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter	Summer	Winter
Abbott Detroit	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc
Alco	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
American	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc
Autocar (2 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc
" (4 cyl.)	A	E	A	Arc.	A	Arc.	....	....	....	....
Avery	A	E	A	E	A	A	A	A	A	A
" (Model C)	....	....	....	....	....	....	....	....	Arc.	Arc
Buick (2 cyl.)	A	A	A	A	A	A	A	A	....	....
" (4 cyl.)	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc
" (6 cyl.)	....	....	....	....	....	....	....	....	A	Arc.
Cadillac	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Cartercar	A	E	A	E	A	E	A	E	Arc.	Arc.
" Com'l	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Case	....	....	A	A	A	Arc.	A	Arc.	A	Arc.
Chalmers	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
Chase (air)	B	B	B	B	B	B	B	B	B	B
" (water)	....	....	....	....	....	....	....	....	Arc.	Arc.
Cole	Arc.	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Delaunay-Belleville	B	A	B	A	B	A	B	A	B	A
E. M. F.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....	....	....
Empire	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Fiat	A	A	B	A	A	A	B	A	B	A
Flanders	E	E	E	E	Arc.	Arc.	....	....	....	....
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	....	....
Ford	A	Arc.	E	E	E	E	E	E	E	E
Franklin	B	Arc.	A	Arc.	A	Arc.	A	Arc.	A	A
" Com'l	B	A	B	A	A	Arc.	A	Arc.	....	....
G. M. C. Truck	....	....	....	....	Arc.	Arc.	A	Arc.	A	Arc.
Havers	....	....	A	Arc.	A	Arc.	A	Arc.	A	A
" (Model 6-60)	....	....	....	....	....	....	....	....	Arc.	Arc.
Haynes	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hudson	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Hupmobile (Model 20)	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
" (Model 32)	....	....	....	....	....	....	A	Arc.	A	Arc
I. H. C. (air)	....	....	....	....	....	....	B	A	B	A
" (water)	....	....	....	....	....	....	A	A	A	A
International	B	A	B	B	B	A	....	....	....	....
Interstate	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Jackson (2 cyl.)	A	A	....	....	....	....	....	....	....	....
" (4 cyl.)	A	Arc.	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc
" (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc
Jeffery	....	....	....	....	....	....	....	....	A	A
" Com'l	....	....	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc
Kelly	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	A
King	....	....	A	E	A	E	A	E	A	A
" Com'l	....	....	....	....	....	....	....	....	Arc.	Arc
Kissel Kar	A	E	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc
" " Com'l	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc
" " (Model 48)	....	....	....	....	....	....	....	....	A	A
Kline Kar	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc
Knox	B	A	B	A	B	A	B	A	B	A
Krit	A	A	A	A	A	A	A	A	A	A
Locomobile	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	E	E
Lozier	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Mack	A	E	A	E	E	E	E	E	A	E
" (Model S)	....	....	....	....	....	....	A	A	A	A
Marion	A	E	A	E	A	Arc.	A	Arc.	Arc.	Arc
Marmon	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc
Maxwell (2 cyl.)	E	E	E	E	E	E	....	....	....	....
" (4 cyl.)	E	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc
" (6 cyl.)	....	....	....	....	....	....	Arc.	Arc.	Arc.	Arc.
Mercer	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Mitchell	Arc.	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc
Moline	A	E	A	Arc.	A	Arc.	A	Arc.	....	....
Moline Knight	....	....	....	....	....	....	....	....	A	A
Moon (4 cyl.)	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
" (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
National	A	A	A	A	A	A	A	A	A	A
Oakland	A	E	A	Arc.	A	Arc.	A	Arc.	Arc.	Arc.
Oldsmobile	A	E	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
Overland	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Packard	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	A	Arc.
Paige Detroit	E	E	A	Arc.	A	E	A	E	A	A
Pathfinder	....	....	....	....	....	....	A	Arc.	Arc.	Arc.
Peerless	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pierce Arrow	Arc.	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" " Com'l	....	....	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Pope Hartford	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	Arc.
Premier	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Rambler	A	A	A	Arc.	Arc.	Arc.	Arc.	Arc.	....	....
Regal	A	E	A	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Renault	A	Arc.	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Reo	A	E	A	Arc.	A	Arc.	A	Arc.	A	Arc.
Saxon	....	....	....	....	....	....	....	....	E	E
S. G. V.	....	....	B	Arc.	B	Arc.	B	Arc.	A	Arc.
Selden	A	E	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Simplex	Arc	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Speedwell	Arc	Arc.	A	Arc.	A	Arc.	Arc.	Arc.	Arc.	Arc.
" Mead	....	....	....	....	....	....	A	Arc.	B	A
Stearns	Arc.	Arc.	A	Arc	A	Arc.	....	....	....	....
" Knight	....	....	....	....	A	A	A	A	B	A
Stevens Duryea	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Stoddard-Dayton	Arc.	Arc.	A	A	A	A	A	A	....	....
" " Knight	....	....	....	....	A	A	A	A	....	....
Studebaker	E	E	A	Arc.	Arc.	Arc.	A	Arc.	A	Arc.
Stutz	....	....	....	....	Arc.	Arc.	Arc.	Arc.	A	A
Velie (4 cyl.)	A	E	A	Aro.	A	Arc.	A	Arc.	A	Arc.
" (6 cyl.)	....	....	....	....	....	....	....	....	Arc.	Arc.
Walter	A	E	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
White	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.
Winton	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc.	Arc	Arc.	Arc.

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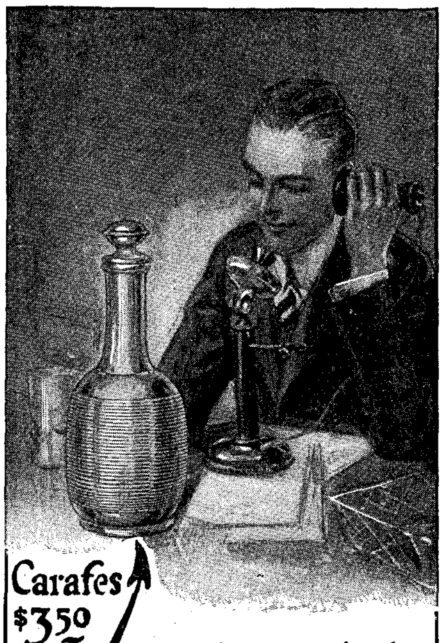

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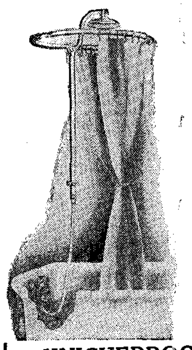

10 DAYS' FREE TRIAL

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Delightfully refreshing! Hot weather comfort! The sanitary way of bathing! No waiting for tub to fill; clean water constantly. You can install it in ten minutes. No plumber necessary. Made of solid brass tubing, heavily nickel plated; full size duck curtain and rubberized cap for hair. At end of trial send **$6.50** if satisfactory; if not, return at our expense. Agents! Write Now!

KNICKERBOCKER SANITARY CO.
305 Fifth Avenue New York City

PERSONAL GLIMPSES

JACOB A. RIIS

"JAKE," as he was known to his closest friends and his family, has gone, and with his going the poor, the ignorant, and the opprest of New York and other great cities have lost a friend whose life was devoted to their needs and whose first thought was for their welfare. Jacob A. Riis, a Dane by birth, but an American by adoption, was spoken of by ex-President Roosevelt once as "the most useful citizen in New York." "In all the United States," he is said to have added, "I never knew a more useful nor a stancher citizen." On another occasion, some years ago, the Colonel was quoted as saying of his old friend: "He is a man who acts squarely, works hard, wears no sour visage, and not only holds high ideals, but fights for them." This little man, who deserves all the honor and none of the stigma of the title of "reformer," came to this country in 1870, when he was not yet quite twenty-one. Already in his native town of Ribe, Denmark, he had begun in a decided way the fight against ignorance, vice, filth, and careless and unjust oppression that he was to continue his whole life long. For his first few years here he served in many capacities—coal-mining, brick-making, peddling, anything he could turn his hand to honorably. The New York *Tribune* tells a story of the turn in Riis's life that led him into his lifework by way of journalism:

In Buffalo he was a carpenter, a lumber-yard hand, and a traveling salesman for a furniture house. There, too, he made up his mind to be a newspaper man. Of his efforts to break into that profession he afterward said:

"I thought I would make a good reporter. My father had edited our local newspaper, and such little help as I had often been of to him had given me a taste for the business. Being of that mind, I went to the *Courier* office one morning and asked for the editor. He was not in. Apparently nobody was. I wandered through room after room, all empty, till at last I came to one in which sat a man with a paste-pot and a pair of long shears. This must be the editor. He had the implements of his trade. I told him my errand while he clipt away.

"'What is it you want?' he asked, when I had ceased speaking and waited for an answer.

"'Work,' I said.

"'Work!' said he, waving me haughtily away with the shears. 'We don't work here. This is a newspaper office.'

"I went, abashed. I tried *The Express* next. This time I had the editor pointed out to me. He was just coming through the business office. At the door I stopt him and preferred my request. He looked me over, a lad fresh from the shipyard, with horny hands and a rough coat, and asked:

"'What are you?'

"'A carpenter,' I said.

"The man turned upon his heel with a loud, rasping laugh and shut the door in my face. For a moment I stood there, stunned. His ascending steps on the stairs brought back my senses. I ran to the door and flung it open. 'You laugh!' I shouted, shaking my fist at him, standing half-way up the stairs. 'You laugh now, but wait'—And then I got the grip of my temper and slammed the door in my turn. All the same, *in that hour it was settled that I was to be a reporter*. I knew it as I went out in the street."

Soon afterward Riis came to New York and became a reporter on *The Tribune*. It was while he was there and as police reporter on *The Evening Sun* that he studied New York's underworld and laid his first plans for the rescue of those whom it held chained to vice and poverty. His first view of these conditions was some years before, on his arrival in America, poor and friendless. The New York *Times* relates the story and its sequel:

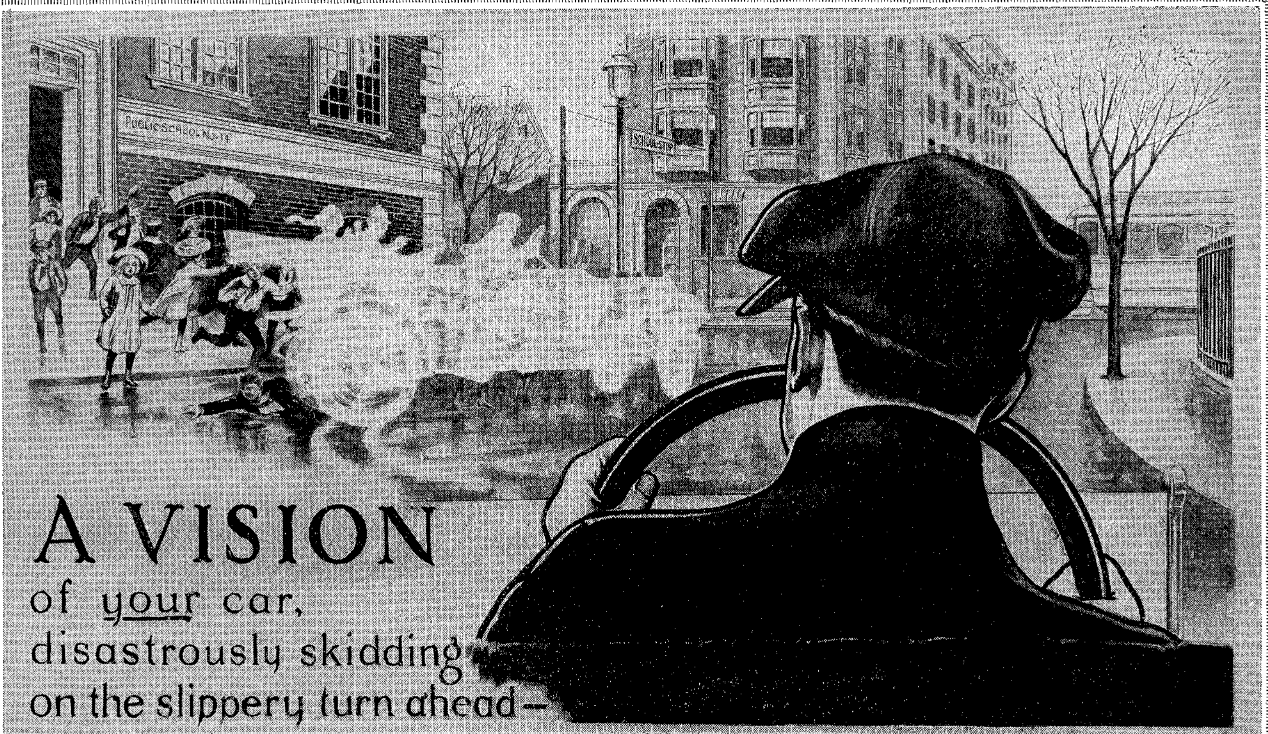
Riis had had his first experience with the police lodging-houses soon after he arrived in New York, a homeless immigrant twenty-one years of age. For days he had trudged the streets looking for a job, but there was no work for him. One night, utterly worn out and brooding on his miseries, he went down to the river. He had made up his mind that life was not worth the struggle. A homeless dog—a little black-and-tan—came along and made friends. A few hours later, with the dog in his arms, he applied for lodging in the cellar of the Church Street Police Station. The dog was not admitted. After a night in the filth and depravity of the police lodging, he went out to find the dog waiting for him. During the night some one had stolen a gold locket with a lock of hair in it which Riis had inside his shirt. He complained to a Sergeant, who retaliated by picking up the animal and dashing out its brains against a wall.

It was after he had become a police reporter that Jacob Riis leveled up the score. He tells of it in his autobiography, "The Making of an American":

"We had been looking the police over by night, Roosevelt and I. We had inspected the lodging-rooms, while I went over the long fight with him, and had come at last to the Church Street Station. It was raining outside. The light flickered, cold and cheerless, in the green lamp as we went up the stone steps. Involuntarily I looked in the corner for my little dog, but it was not there, or any one who remembered it. The Sergeant glanced over his blotter grimly; I had almost to pinch myself to make sure I was not shivering in a linen duster, wet to the skin. Down the cellar steps to the men's lodging-room I led the President of the Police Board. It was unchanged, just as it was the day I slept there. Three men lay stretched at full length on the dirty planks, two of them young lads from the country. Standing there, I told Mr. Roosevelt my own story. He turned alternately red and white with anger as he heard it.

"'Did they do that to you?' he asked, when I had ended. For an answer, I pointed to the young lads then asleep before him. 'I was like this one,' I said.

(*Continued on page 1374*)



A VISION

of *your* car,
disastrously skidding
on the slippery turn ahead—

You have neglected to put on Weed Chains. *You* anxiously view the slippery turn ahead and have ***a mental picture of your car skidding into the school children.***

Stop nursing anxiety and coaxing calamity. For Safety's sake —for your own peace of mind fully equip your car today with

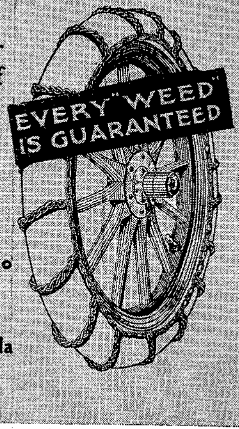
Weed Anti-Skid Chains

The Only Real Safeguard Against Skidding

Safety demands that all tires be equipped with Weed Chains. It doesn't require the gift of second sight to see why this is true. ***Rubber slips—never grips.*** Rubber will agree to anything the road has to offer. It is the weaker element. It slides on wet pavements like a cake of soap rubbed on the moistened hands. Rubber lacks the bite-and-hang-on ability to prevent skidding.

Weed Chains are diamond hard—many times harder than their opposing element the pavement or road. Wheels equipped with Weed Chains automatically lay their own traction surface. Friction is effected without affecting the tires. They grip without grinding—hold without binding. ***No matter how muddy or icy the road,*** they hold on like a bull dog, prevent side-skid and drive-slip.

Weed Chains are attached without any jacks. You lay the chain over the wheel, with the hooks at the rear. Tuck the slack end under the front of the wheel. Run the car forward until the wheel clears the end on the ground. Draw the chains together, hook the hooks in the end links and ***the thing is done.***



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How Many Hides Has a Cow?

This may seem a foolish question.

Yet the area of automobile upholstery made from one cow's hide is about three times that of the whole hide.

How?

By splitting the hide into three sheets, and coating and embossing the "splits" in imitation of grain leather.

Coated split leather is therefore artificial leather much inferior to

DU PONT FABRIKOID MOTOR QUALITY

REG. U. S. PAT. OFF.

which is scientifically made artificial leather based on a fabric much stronger and more uniform than the fleshy split, but coated and embossed in the same way.

The difference is all in favor of Fabrikoid, which is guaranteed superior to any coated split. Not affected by water, heat or cold. Several leading makers have adopted it. Any maker can furnish on your car if you order it so.

Send 50c for sample 18x25 inches. Enough to cover a chair seat. Mention this weekly and specify Black Motor Quality Fabrikoid.

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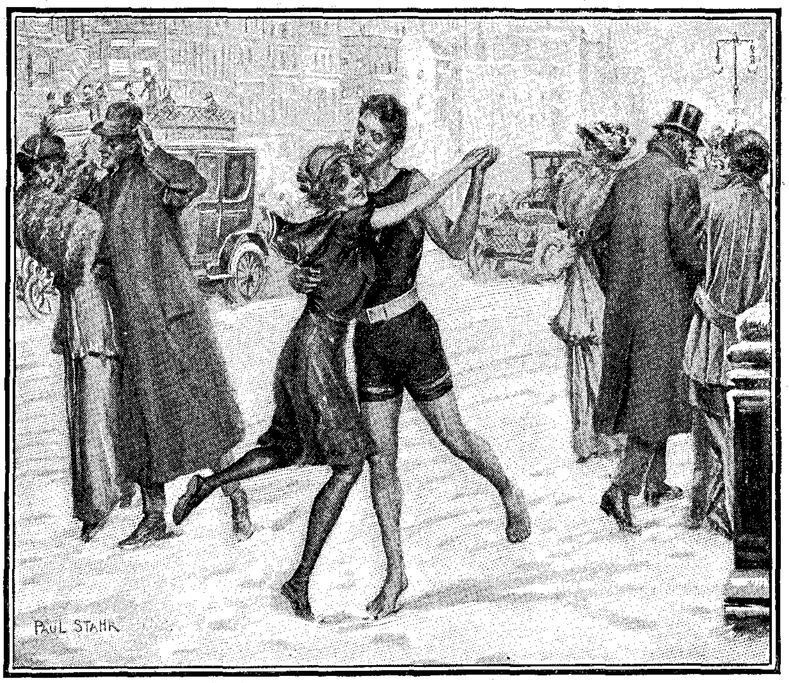

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Life

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The current issues of LIFE contain full information about the conditions of the contest. It is not necessary to be a subscriber to LIFE in order to compete. The contest is open to everyone.

Special Offer

Enclosed find One Dollar (Canadian $1.13, Foreign $1.26). Send LIFE for three months to

Open only to new subscribers; no subscription renewed at this rate.

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One Year $5.00. (Canadian $5.52, Foreign $6.04)

Single copies 10 cents. Every Tuesday. All news-stands 1

PERSONAL GLIMPSES

(*Continued from page* 1372)

"He struck his clenched fists together. 'I will smash them to-morrow.'

"He was as good as his word. The very next day the Police Board took the matter up. Provision was made for the homeless on a barge in the East River until plans could be perfected for sifting the tramps from the unfortunate, and within a week, on recommendation of the Chief of Police, orders were issued to close the doors of the police lodging-rooms on February 2, 1896, never again to be opened. The battle was won. The murder of my dog was avenged and forgiven after twenty-five years."

The friendship between Riis and Roosevelt began soon after the publication of the former's first book dealing with conditions in the slums, called "How the Other Half Lives." Mr. Roosevelt, then a member of the New York Police Commission, read the book, appreciated its sincerity and fine feeling, and recognized the value at once of the indomitable spirit with which its author was imbued. We read:

One night Riis got a message from Theodore Roosevelt, then of the New York Police Commission. "I want to help," it said. From that day Theodore Roosevelt was Jacob Riis's stedfast friend, and when he became Police Commissioner they were constantly together. They walked into tenement-houses and observed for themselves the conditions. They tramped the streets at night and found policemen asleep, and stirred the department from top to bottom. And they abolished the police lodging-house system.

This friendship became celebrated, and it was laughingly said of Riis that, in his later years, he could not make a speech, upon any subject whatsoever, without mentioning Roosevelt's name at least twelve times before his remarks were concluded. *The Sun* sums up a few of the reforms that Riis, both independently and with the help of Commissioner Roosevelt, accomplished in New York or set in motion:

Mr. Riis did the work that won small parks for bad spots in the city. He labored years to have more schoolhouses built. The evils he exposed he discovered in his work as a reporter. He knew how to write so as to wring men's hearts with his news of oppression, misery, and hopelessness. He compelled indifferent city officials to concede the reforms he suggested or approved.

It was Riis who exposed the contaminated state of the city's water-supply, and thus brought about the purchase of the whole Croton watershed. It was Riis who forced the destruction of rear tenements, and thus relieved the hideous darkness and density of life among the very poor.

He forced the obliteration of Mulberry Bend, the worst tenement block in the city, and had the space turned into a park. He spoke the word that induced Commissioner Roosevelt to abolish the police lodging-houses. He fought for and secured a truant-school. He drove bakeshops out of tenement basements. He demanded light for dark tenements, thus illuminating the hiding-places of dirt, filth, and crime.

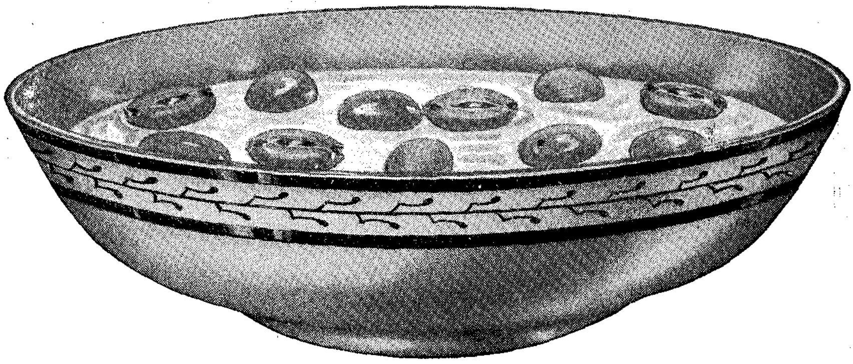
He worked for the abolition of child-labor, and, when a law was enacted, compelled its enforcement. Playgrounds for schools and the opening of school-rooms to boys' and girls' clubs were of his planning. He started the movement for flowers for the healthy as well as for the sick poor.

HYDROPLANING OVER VERA CRUZ

DOWN in the bay of Vera Cruz the war-ships lie idly at their anchors; on shore the bluejackets and marines bask in the sun of shadeless outposts or repose prone on the sand of the beach. At only one point within the American lines does one find vivacity and excitement and aught that speaks of danger and the risk of human life. This is where the hydroplane hangars stand, on the beach, half-way between the Baños Club and the point where the British sailors from the *Essex* go swimming. Here one may drop in any time of day and find a crowd of otherwise sane men busily engaged in "pacifying Mexico" with the help of fleets of hydroplanes sustained on the wings of their own imaginations. It is, says Robert Dunn, who is one of the crowd and, in his idle moments, Mexican correspondent for the New York *Evening Post*, a bully place to spend a trade-wind siesta; and, too, there is always the chance that Fate and Pat Bellinger may relent and permit a wistful correspondent to share a flight in one of the Navy hydroplanes. Fate may be capricious, but Pat is firm. Since he can not take on his daily flights over Vera Cruz and the neighboring country all those who ask to accompany him, he has very wisely decided to take none, and, on the whole, sticks to his resolve with admirable pertinacity. There are exceptions to every rule, however, and one was Robert Dunn, who had voyaged before with Pat in strange craft of other sorts, and therefore had something like a prior right to his place as fellow-flier in the *A-3*. It was a bad day for a "rise," the air being thin and motionless, offering little resistance to the blades. For a long time the machine raced about the harbor in the midst of the shipping, like a frantic water-beetle, trying as hard as it could to leave the surface and soar. The writer describes their difficulties in *The Post:*

> For twenty minutes, at thirty-five, forty miles an hour, we threaded tramp-ships, battle-ships, rusty native coasters; slowing down if we skimmed a jetsam of bottles and timbers; with eyes ever fixt on the thin, curved wing-pontoons at the end of each nether plane, while they slapped and teetered in and out of water; upon the great whorl of spray shot out behind by our long skag. As we quivered up and fell back, this pulsated, increasing or diminishing, like a stream from some enormous hose, the while every head on deck or sailing launch that flashed past followed us

(*Continued on page* 1377)



They Call It the
"Good-Night Dish"

Every night, countless happy children have Puffed Wheat or Puffed Rice in milk at bedtime. And even more grown-ups, when the evening is over, gather around this dish.

Try it and find out why. Here are whole grains puffed to eight times normal size. Thin, crisp, toasted bubbles—fragile morsels with an almond taste. Imagine how inviting are these dainty wafers floating in bowls of milk.

Prof. Anderson's Supper

They call this Prof. Anderson's supper, for you owe this Puffed Wheat and Puffed Rice to him. By his process alone are whole grains made so easily and completely digestible.

A hundred million steam explosions have occurred in each kernel. Every food granule has been blasted to pieces, so digestion can instantly act. Puffed Wheat and Puffed Rice do not tax the stomach.

Puffed Wheat, 10c
Puffed Rice, 15c
Except in Extreme West

Ways to Enjoy Them

Do more than serve Puffed Wheat or Puffed Rice for breakfast. Try them in different ways. For each is distinct in its flavor.

Serve them with sugar and cream, mix them with your berries, use them in candy making. Scatter the grains like nut meats over a dish of ice cream. Eat them dry like peanuts, or douse them with melted butter.

These are all-day foods. When the children are hungry—whatever the hour—the best food you can give them is Puffed Wheat or Puffed Rice.

The Quaker Oats Company
Sole Makers

596

NAPOLEON LAJOIE
peerless second baseman of the Cleveland American team, says:

"Tuxedo and I have been friends for years, and the longer I use it the better I like its mild, soothing effect."

N. Lajoie

JOE TINKER
famous short stop and manager of Chicago Federal B. B. Team, says:

"A pipeful of Tuxedo after a game is the most restful smoke I can find."

Joe B Tinker

JIMMY ARCHER
of the Chicago Cubs, well-known catcher and "300" hitter, says:

"Tuxedo is my idea of a good smoke in every way—coolness, mildness, purity. Tuxedo is a winner."

Jimmy Archer

Just Before You Start for the Game, Remember Tuxedo

Baseball and Tuxedo make a perfect combination. The perfect sport and the perfect smoke. In pipe or cigarette—Tuxedo is always ideal.

The fellows you see out there on the diamond know this; and after the game and the shower and the rub-down, their first bit of relaxation is a refreshing smoke of Tuxedo.

Tuxedo

The Perfect Tobacco for Pipe or Cigarette

Tuxedo is mild, healthful, wholesome, beneficial. If it wasn't, these ball players wouldn't continue to smoke it.

All sorts of famous athletes, opera singers, golfers, airmen, trapshooters—men who have to be right at the top notch of physical fitness all the time—use Tuxedo steadily.

There isn't a speck of irritation, scorch, sting or bite in a pound of Tuxedo. All that is removed by the famous *original* "Tuxedo Process"—a process that has had imitations *galore*—but the *original* "Tuxedo Process" is still the best.

Tuxedo is the *best* tobacco—made of rich, mellow, perfectly aged Kentucky Burley. None better can be bought, because none better is grown.

YOU CAN BUY TUXEDO EVERYWHERE

Convenient Pouch, *innerlined* with moisture-proof paper . . 5c **Famous green tin, with gold lettering, curved to fit pocket 10c**

In Tin Humidors, 40c and 80c *In Glass Humidors, 50c and 90c*

We Give You This Fine Leather Tobacco Pouch

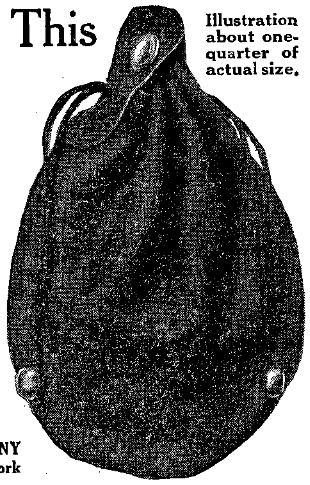
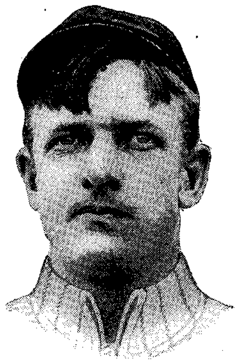


Illustration about one-quarter of actual size.

Every smoker appreciates a leather tobacco pouch. This handy, serviceable, Tuxedo Draw-Pouch is made of fine, soft, flexible tan leather, with a draw-string and snap that close pouch tight and keep the tobacco from spilling.

Send us 10c and your tobacco dealer's name, and we will mail you prepaid, anywhere in U. S., a 10c tin of TUXEDO and this handsome Leather Draw-Pouch. We gladly make this offer to get you to try TUXEDO. Address

THE AMERICAN TOBACCO COMPANY
Room 1189, 111 Fifth Avenue, New York



CHRISTY MATHEWSON
famous pitcher of the New York Giants, a great favorite with the "fans" all over the country, says:

"Tuxedo gets to me in a natural, pleasant way. It's what I call good, honest, companionable tobacco—the kind to stick to."

C. Mathewson

JOHN J. McGRAW
famous manager of the New York Giants, champions of the National League, says:

"Tuxedo gives to my pipe smoking a keen enjoyment that I have experienced with no other tobacco. Supreme in mildness and fragrance is Tuxedo."

John J McGraw

JACK McINNIS
star first baseman of the Philadelphia Athletics, says:

"Tuxedo gives a cool, mild smoke, and never affects the wind. Tuxedo is a tobacco that's always good."

John McInnis

PERSONAL GLIMPSES

(*Continued from page* 1375)

with mingled envy and apprehension, feeling itself in our place, as one involuntarily does in watching flight.

No use; still we stuck to the surface tho airs began to pucker and darken it. One felt that his force of will might help to raise us; it was like table-tipping, in which a concentrated determination should effect the marvel—ours to forge clear of that dragging swell that we coursed over like a flat stone which a child skips.

"Try her once more," shouted Pat, but his voice was a whisper.

We veered around the vermilion light-tower on the outer breakwater, northeast into the Gulf. A mile thither; but tho at each bounce off the ground-swell, the comet of foam we hurled back thinned to a thread, and Pat sawed back and forward the control-gear, with its two wheels (like the lever you drive a hand-car with), and the planes tipped down, buttressed against the breeze —we always sank again. We skirted close upon a maze of coral reefs; right aboard, lazy cornucopias of surf ate toward us, we aimed for an avenue through them to the open water northward, and chanced a pass where the swell sucked upon gray stumps of coral. Next we were speeding upon water not ten inches deep, over streaming ribbons and blurs of emerald grass, of prickly sea-urchins on bottom.

Ribbons and a blur that raced more swiftly, finer, smaller. And at last a wind had hit us. Out plashed the red pontoons for breathless spaces, before falling. The spray behind untangled its swish from the steady explosions of the cylinders, the mad, gesticulating hum of the propeller. Some delectable new feeling seized me by the throat as Pat plunged and sawed the control back and forth, faster, till our bodies joined the motion. My heart seemed to have spread gripping tentacles all through my diaphragm.

Pat turned his head, and was staring at me with a grin. We were free and up. I prest my left shoulder rejoicingly against his right.

The gallant little *A-3* is already a veteran, having received two indisputable bullet-holes in its wings while scouting above the water-works, on the day that Major Russell was "attacked" at El Tejar. And that is a risk that the *A-3* and Pat Bellinger both run, every time they scout inland from Vera Cruz. It is one of the fortunes of war that any Mexican with an idle gun may try a pot-shot at the puttering *gringo* bird skimming in the air above him. And then it is only a matter of luck whether Pat has a humorous story to tell when he returns to the hangars, or whether he does not return at all and another name is added to the list of aviation victims. There is, therefore, an added thrill in riding in a service plane with Pat. Nor was that the writer's only pleasure, as he explains:

Our third cruise together, this. On the ample decks of neighboring battle-ships we had coasted the alps of Crooked Reach in the Straits of Magellan; our last trip was aboard the submarine *D-5*, theoretically torpedoing the *Utah* off Point Judith, when our periscope flooded and we blindly grazed the bottom of a tug.

And now we were in the ether over Vera Cruz, with history and the fate of a race, perhaps, in the making on the somber green and vivid sands of the living map spread under.

We rose, without rising—visibly. Suddenly all sense of speeding onward lapsed, as when a wind drops flat. Yet, motionlessly you could have sworn, we breasted a gale. Beneath, the waters simply withdrew, as at some magical ebbing ripples shrank into tiny patterns; and the white bottom, growing ever clearer, like a mirror, cast up its prisoned verdure and waterlogged lost things with jeweled glitters.

"Bobby!"

I caught Pat's shouted whisper. He jabbed a finger upward, to mean that we were still mounting, to convey that in our seeming fixity, the titanic, buzzing wasp we were must be soaring at seventy miles an hour.

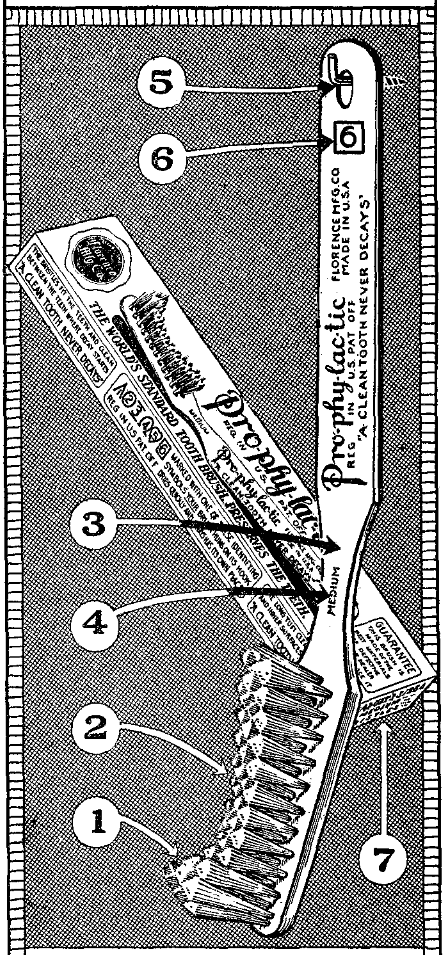
Straight under, a white speck circled languidly, which you knew should be a sea-gull flying high; yet we beheld it all but integral with the blue fields of the gulf, quite as a flying fish looks from a steamship's deck. So fast we bore down upon the vacant, hilly coast line of Punta Gorda—now over General Navarete's bailiwick—that the combers boiling on the corals behind appeared motionless and frozen. The blast rippled the skin of your cheeks, so prest your forehead that, turning your head forward, neck muscles had to brace and tauten to behold the nether world of Mexico again.

I have clung to the precipices of snow mountains and known fear; gazed on Bering Sea sheeted thousands of feet below. Yet here was more than the same thrill, yet utterly without that other qualm of danger. Here, rather, a sense of snugness and security, none whatever of frailness, instability, in that 2 x 4 bow-end of the boat where we sat, strapped in, in effect. You could not consider the risk, until you started to reason, to realize you weighed half a ton and a scythe swung under you would cut nothing. But reason then was a silly thing, because your mere being there was through defiance of the logic of centuries. Like some spirit who had withered the laws of nature, you were hurled on, eager to triumph also over what lies beyond her.

So simple was the essential thrill that I felt deceived in having never been told of it by men who had flown before. Conceive yourself viewing the climax of a gripping drama. You lose yourself, every fiber responds to that culmination of the expected and unexpected, fused by art. It is a moment when life flashes partly divine. But only for an instant. Yet in this flying that very instant is continuous. It never flags. Instead, each minute mounts in wonder and glory, screws up the tension; you are certain there can come no lapse, no crisis, no reaction. Positively, your exaltation feels immoral; not only have you shattered the laws of gravity, but of psychology as well.

You might as well be a god. Nevertheless, in time the suspicion stirs you that the compensating evil lies in those mindless webs of steel and sheets of silk. They have assumed your responsibility toward life, with an illusion of sentience in their power, stolen your fear, without which you can

Pro-phy-lac-tic
Tooth Brush
"A Clean Tooth Never Decays"



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Pro-phy-lac-tic REG. IN U.S. PAT OFF "A CLEAN TOOTH NEVER DECAYS"
FLORENCE MFG. CO MADE IN U.S.A
MEDIUM
THE WORLD'S STANDARD TOOTH BRUSH, PRESERVES THE TEETH
A CLEAN TOOTH NEVER DECAYS
GUARANTEE

Why the Pro-phy-lac-tic is Known as the World's Standard Tooth Brush

Because the seven features illustrated above were originated by the Pro-phy-lac-tic. And the attempt of imitators to copy them, proves that no tooth brush can *claim* really to clean the teeth unless it *appears* to be made like the Pro-phy-lac-tic.

1 The big end tuft—that goes where a tooth brush ought to go—even to the backs of the back teeth.

2 Serrated bristle tufts arranged to fit the shape of the jaw—known as the Pro-phy-lac-tic Shape—the big step in advance in tooth brush manufacture.

3 The curved handle with beveled and tapered head which enables the brush to get behind all the teeth.

4 Dependable markings of bristles as hard, medium, soft—so you may absolutely rely on the kind you like.

5 The hole in the handle and the hook on which to hang the brush.

6 The use of symbols to mark individual brushes so that each person may always recognize his own brush.

7 The sanitary yellow box that brings your tooth brush clean, untouched by any hand since it left our sanitary factory. This big step in advance, like the others, was originated by the Pro-phy-lac-tic Tooth Brush.

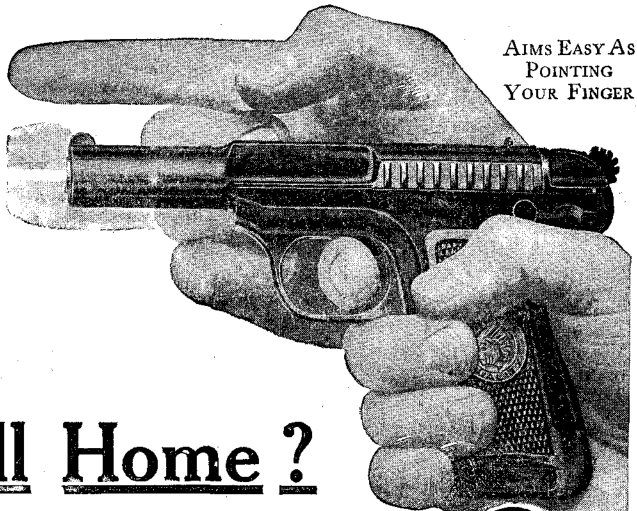
Send for Free Booklet on the Care of the Teeth

FLORENCE MFG. COMPANY
14 Pine St., Florence (Northampton) Mass., U.S.A.

Sole Makers of Pro-phy-lac-tic
and Florence Keepclean Toilet Brushes

Brush your Teeth this Way ↑↓↑

Not This Way ⇄



Is *Yours* an Egg-Shell Home?

10 Shots Quick

SUPPOSE your wife, mother or sister, left alone in the house, should wake up tonight and find a burglar in her room. What would she do?

Suppose she were left alone and a tramp, drunkard or sneaking criminal should enter the house and attack her. What *could* she do by way of resistance?

Nothing. Absolutely nothing! She would be helpless—helpless as a little child.

Get her the new "human arsenal"—the new Savage Automatic. We call it a pistol, but, in reality, it should be called a "human protector" in the condensed form of pocket arm. It converts your home from a helpless, defenseless egg-shell of a place, into an arsenal.

It converts your wife, mother or sister into a human arsenal. It actually makes a woman able to put up a crack shot's defense. For any novice can aim it as expertly as any crack shot.

Show her how she can shoot once for each trigger pull; how she can tell at a glance or a touch if it is loaded. Shoots ten shots—double the number of an ordinary revolver, two more than other automatics. And it is the only automatic that guards her against the old excuse "didn't know it was loaded." Made in .32 calibre and .380 calibre.

Send today for free booklet, "If You Hear a Burglar"—written by a famous detective.

A Brand New Savage Rifle!

This .22 Tubular Repeater has all the original Savage features—hammerless, trombone action, solid breech, solid top, side ejection, etc. Price $12. Send for circular.

SAVAGE ARMS COMPANY, 326 SAVAGE AVENUE, UTICA, NEW YORK.
Makers of the Famous Savage Rifles

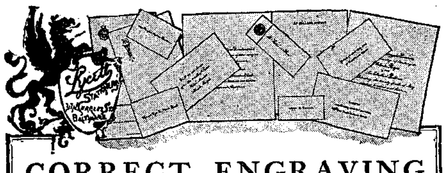
THE NEW SAVAGE AUTOMATIC

The Standard Dictionary has received all kinds of honor medals and prizes from expositions, governments and educational institutions.

An Iron Fence Enclosing Your Cemetery Lot

will protect the graves of your loved ones and add to the beauty of the spot so dear to you. Costs less than Wood; Lasts a Lifetime.

Write for catalog of 200 designs.
——Agents Wanted——
Cincinnati Iron Fence Co.
Dept. J, Box 724, Cincinnati, Ohio



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LYCETT, *Society Stationer*
317 N. Charles Street Baltimore, Md.

Facial Beauty Culture

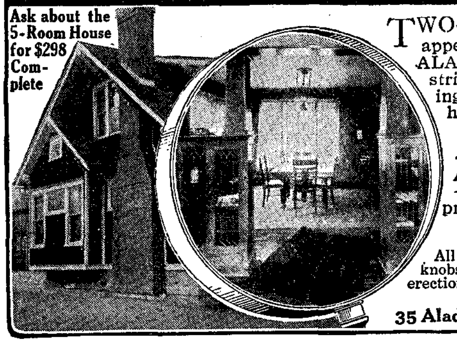
will make you look Younger and More Beautiful than all the external treatments you might use for a lifetime. My System removes wrinkles and lines, draws up sagging muscles, eradicates signs of age, and makes the complexion fresh as in girlhood—without massage, vibration, plasters, or any drugs or appliances whatever—**Just Nature's Way.** I teach you a method for life. I have taught this method for fourteen years and have women of international prominence among my pupils.

Young Faces Too can be beautifully rounded and hollows in the neck can be positively filled in, while the skin becomes clearer and exquisite coloring is brought to the cheek and lips **Without Cosmetics.**

Write to-day for my New Booklet on "Facial Beauty Culture, Body Culture and New Beauty Suggestions."—FREE.

KATHRYN MURRAY
Dept. 136, 209 State Street **Chicago**
The First Woman to Teach Scientific Facial Exercise

Examine Aladdin READI-CUT HOUSE Interiors



TWO-THIRDS of home satisfaction is interior appearance—you are indoors more than out of doors. ALADDIN interiors are in exact harmony with their strikingly *artistic exterior appearance—cozy, inviting* and well-planned. Their beauty makes proud home-owners, and they save a third on the cost.

ALADDIN Readi-Cut Houses, Bungalows, Summer Cottages, $137 to $5000

ALADDIN Readi-Cut houses have better lumber—ask about our Dollar-a-Knot guarantee—save 4 profits—no middlemen. Complete 5-room house $298.

ALADDIN Price Includes Everything

All lumber cut to fit, hardware, paints, nails, locks, knobs—a complete house—complete instructions for erection. Send today for catalog No. 3.

North American Construction Co.
35 Aladdin Avenue **Bay City, Michigan**

ALADDIN HOUSES

have no courage, only to give both back, perhaps, when no courage could avail.

We dipt to the left, and quivered; but Pat's feet and hands upon the levers and gears made no visible movement. Back we swung across the harbor, shooting the gray bastions of San Juan de Ulloa, to whose nauseating four hundred years of torture our youngsters in the reapproaching fleets have written "Finis." A British cruiser slides under, a child's toy in a bathtub, and, sinking 500 feet or so, you feel like spitting down her middle smoke-pipe. Then the menacing, war-painted, scattered guns and armor that fly the Stars and Stripes; that smoking horde of ships, where the men who fought lie beside the vacant lockers of some comrades. Steamships, motor-launches returning men from liberty ashore, crawl like legless water-spiders on a pool. The *North Dakota* is under way, creeping to sea for practise-firing. She passes the *Florida*, where Admiral Fletcher's men man the decks in close white perpendiculars, like ivory combs leaned against the bulkheads. You get a whiff of sulfur, a cinder in your eye. Over the huge *New York*, you think you recognize, upturned in speculation, the faces of officers you dined with there last night.

Again Pat thrusts up his finger, and the ailerons bend. This time you first flutter down to starboard, raising your body involuntarily to counteract the tilt, until he nudges you not to disturb the unstable equilibrium he needs to rise and veer north again. And you do mount—terribly. Basket masts, from whose foretops I have watched the blare of salvos at target-practise, and seemed to be in mid-air, stuck up squat, blunt fingers. You are roaring off again toward Punta Gorda and its rigid combers, like the frosting on cake.

Swinging inland, they are at once above the little area within which all the much-reported, but essentially trivial, "events" of the intervention have occurred. To those who have taken part in them, they are of much interest, and the passenger eagerly notes them off as they pass underneath:

Plumy brush, like close-cropped weeds, the random, straight lines of fence-posts and barbed wire; you mark the narrow-gage track of the Interoceanic Railroad, like a prone and twisting ladder, which may become the pathway of bloodshed and victory. You are over Capt. "Dead-O" Hughes's marines, lolling outside their red-roofed freight-cars in Lagerto Cut, and see the olive specks of the lookout on a water-tower, squatted on boards that cross the gleam of the tank. The undefended green hill beyond, where the rails curve around toward Antigua River and the strategic San Francisco Bridge, squats under, void of Federals, mounted or afoot. It is disappointing. Near a thatched hut you imagine a white peon's hat stirring, glimpse a black bull, flat as a woodtick.

Southward, on the naked sand-crests of our outposts, marines stand like groups of pin-points, above the patterned gables of their brown tents. A signal-flag dips. From our heights it was making no metaphor to believe those men ants, or the coral insects that invisibly change the world's face.

You discern the line of the Mexican Railway bending west to Tembladera, whither our daily train goes out under a flag of truce (a bath-towel from the Terminal Hotel on a bamboo fishing-pole) to meet the Federal train from the capital, beyond where the track is torn up; where a sullen native lieutenant and five privates camp in a tiny white house and sit holding bayonets over a mountain of red-and-green-striped mail-bags. By some invisible trail there Private Parks, crazed from smoking *marjuana*, led away Colonel Taggart's horses.

We are back over the city. Those flat and red-tiled housetops, curiously without chimneys, held the sneaking criminals who killed our men. They queerly suggest ruins, like plaster models of Pompeii. The familiar streets have lost all identity in their gridiron regularity; the people show queerly black and legless on the asphalt, stirring mechanically. There is the green patch of the Plaza, the band-stand an inverted doll's plate; booths with slatted bamboo roof; the pale blue arches and mosaic dome of the parish church, whence death leapt instead of mercy; the squat, arabesque tower of Benito Juarez.

We swing toward the beach, over the Naval Academy parapets nicked by the *Chester's* guns, and the parade-ground, where solid platoons of the New Hampshire's men rushed so gaily as shells whiffled overhead. Then the tall pharos on the Sanidad dock, and the swarming white caps of liberty parties, returning laden with the parrots, carved canes, and big sea-shells that the bluejacket loves.

Pat nodded, with a thrust of his left arm upon some lever. We dipt forward, as tho to take a sitting dive; came an instant of mere elevator dizziness, in which, as the last glimpse of changing Mexico, I caught far southward broken gleams of Tamapa River, up which an "attack" is expected to-day, near its mouth, at Boca del Rio. Then the harbor leapt up, the breakwaters rose like a stiff yoke, and a passion of frightful, earthly motion seized us—and we struck, lightly as a leaf that has been playing arrow, twenty yards from our watching tents on shore.

CANADA'S NEW GOVERNOR-GENERAL

WHAT with the instability of the Government to the south of us, it is likely that few in the States have devoted much attention to the fact that our northern neighbor has recently acquired a new viceroy. The Duke of Connaught, for two years the much-beloved Governor-General of Canada, gives place to Prince Alexander of Teck, the youngest brother of Queen Mary. The Dominion thus exchanges the son of one queen for the brother of another. The new Governor-General, tho a much younger man than his predecessor, is considered a capable and efficient Prince, and is generally popular in England and in the Service. In Canada the sentiment seems to be one of pleasure at receiving him, with only a slight comment on his lack of diplomatic experience. The history of the Prince, as well as his personality, should make him an interesting figure to Americans and one with whom they can feel a sympathetic

(*Continued on page* 1381)

A Detroit Electric Vacation

IS your vacation this summer going to be a tangible thing—or only a memory? Is it going to be a real, sensible investment for the future—or only a matter of the moment?

The Detroit Electric points the way to a new kind of vacation—the most pleasant one you ever spent—a vacation that lasts twelve months in the year and carries you through a number of years.

The amount of money you usually spend for the summer vacation of your family will go far toward the purchase of a Detroit Electric car. The summer outing lasts only a few weeks. It always entails a certain amount of inconvenience in travel and in accommodations—particularly if it is a European trip.

With a Detroit Electric the delights of the city are multiplied. In this beautiful car you can find something interesting and pleasant to do, every day all summer.

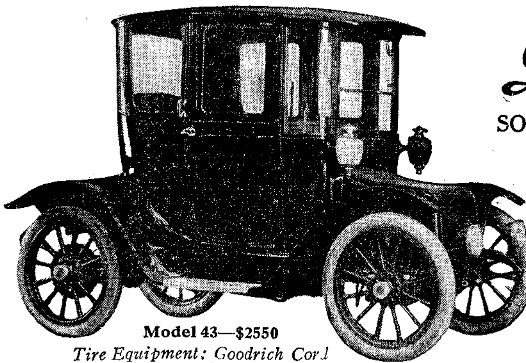
At $2550 the Detroit Electric Special (Model 43) offers you the maximum of luxury, grace and style; it offers you more—power and hill-climbing ability possessed by no other electric car built.

Lightness combined with perfect balance makes the Detroit Electric Special not only a good hill-climber, but also economical in battery and tire cost under all conditions of use; and a car with a wide radius of activity.

Four adults can ride in comfort in the Detroit Electric Special, with unobstructed vision for the driver. This car, furthermore, provides absolute safety at any speed.

In a word, the Detroit Electric Special is a thoroughly common-sense electric—the lowest priced high-grade electric ever built.

Write us for special information on this model. Then see the nearest Detroit Electric dealer and learn more about the all-the-year-round vacation.



Model 43—$2550
Tire Equipment: Goodrich Cord Pneumatic or Motz Cushion

THE Detroit ELECTRIC
SOCIETY'S TOWN CAR

Prices

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4-passenger Brougham Rear seat drive . .	$2550
5-passenger Brougham Front seat drive . .	2800
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Builders of the Detroit Electric
World's Largest Manufacturers of Electric Pleasure Vehicles

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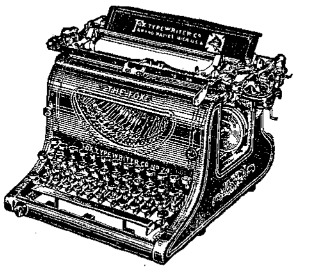


If you cannot procure a *Free Demonstration* of the New Fox Visible Typewriter in your city, please write us direct and we will make you a *Special Introductory Proposition*. This will include a ten days' trial in your own office or home and the privilege of paying for the typewriter, if purchased, either in all cash or small monthly installments, just as convenient.

No obligation to purchase, after trial, if the typewriter is not found to be better than any other, *regardless of price*.

Local Agents Wanted—Samples at Wholesale

We are making a special offer on a few Fox Visible Typewriters that were very slightly used for *exhibition purposes only* at the recent Grand Rapids Industrial Exposition. These are not second-hand, and could scarcely be told from new by anyone. Low-price—easy payment terms—ten days' trial. Write for full particulars and don't forget in replying to mention The Literary Digest.

FOX TYPEWRITER COMPANY
2806-2816 Front Avenue, Grand Rapids, Mich.

From The Literary Digest for June 6
Name..
Address..

Overland $950

$1075—With electric starter and generator.
Prices f. o. b. Toledo.

Costs 30% Less—

THE 1914 Overland is a large, magnificent, five passenger family touring car—having a powerful motor, a long wheel base and large tires. It is built to stand without stress or strain the hardest kind of work. Mechanically, the chassis is as sound as that found in the most expensive cars in the world. This new Overland is beautifully finished, absolutely durable, unusually comfortable, and comes completely equipped—even with a full set of the most up-to-date electric lights.

Yet, it costs 30% less than any other similar car made.

The Overland is a remarkable economical car on both gasoline, oil and tires. This is due to its perfect mechanical balance. It never wastes a drop of gasoline or oil.

Yet, it costs 30% less than any other similar car made.

Check up its specifications, the length of its wheel base, the size of its tires, the horsepower of its motor, the completeness of its fine equipment, its roomy tonneau; in fact, check every detail, part and piece with the corresponding specifications of any other car in its price class. Then compare the costs and you find—

That the Overland costs you 30% less than any other similar car made.

Our selling price is lower because our production is larger. Producing more cars of this type than any other manufacturer in the world permits us to use the most economical and labor-saving manufacturing equipment ever invented. Every part of the Overland car is made in Overland factories.

That's why this car is 30% under other current prices.

The motoring season was never better. Roads are opening up in every direction. Nature, herself, is beckoning you out in the open. All out of doors is coaxing and teasing you to get a car.

But!

Buy with discretion; examine carefully this the sturdiest of cars and you will find it, without question or doubt, the most inexpensive car to buy, and the most economical car to operate.

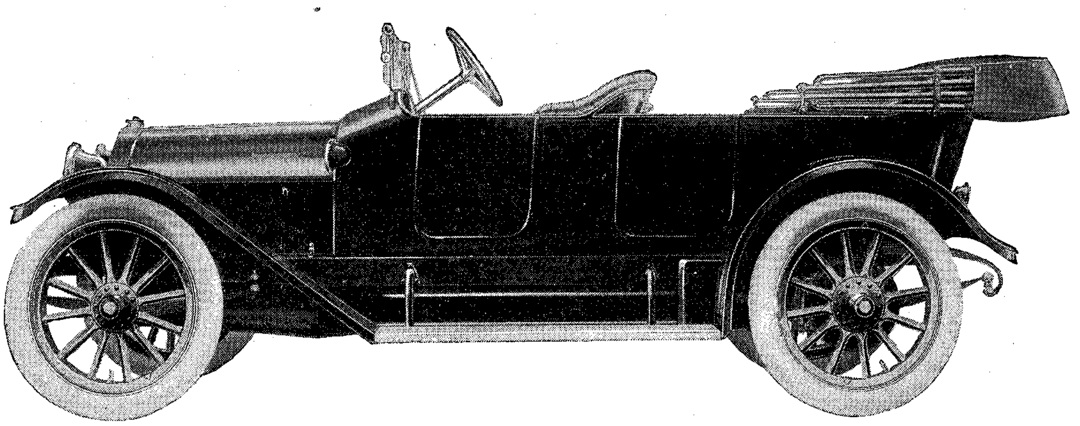
Remember it is 30% under the market.

Your order placed now means a prompt delivery. Do not delay another day.

Literature on request. Please address Dept. 17.

The Willys-Overland Company, Toledo, Ohio

Manufacturers of the famous Overland Delivery Wagons, Garford and Willys Utility Trucks. Full information on request



Canadian Company, The Willys-Overland of Canada, Limited, Hamilton, Ontario

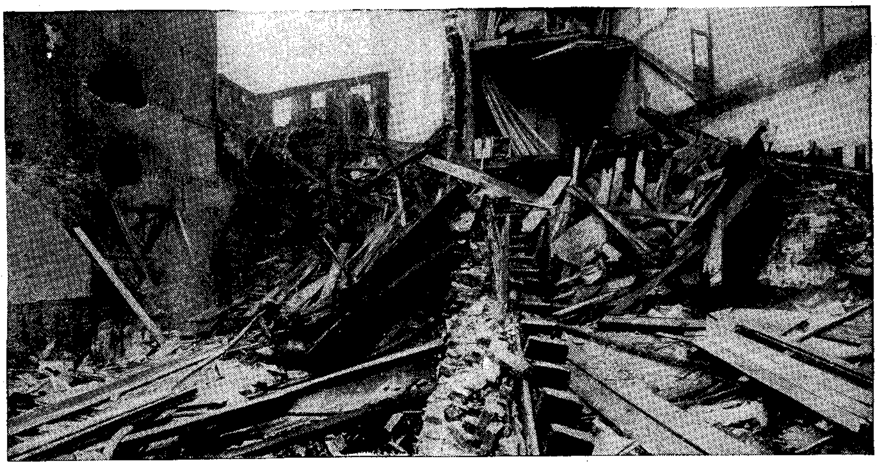
Canadian Prices: f. o. b. Hamilton, Ont. { *$1250 Completely equipped*
$1425 With electric starter and generator }

PERSONAL GLIMPSES

(*Continued from page* 1379)

bond. The London *Daily Mail* gives an interesting summary of his career:

> In forty years the new Viceroy has seen much of men and things. He has not led the sheltered life of a prince. He has been a soldier, a man of affairs, a favorite in all kinds of society—in the best sense, a man of the world.
>
> There was nothing to suggest in his early days that he would ever stand near the throne. When he was born on April 14, 1874, his parents, the Duke and Duchess of Teck, were living in Kensington Palace. They were not by any means wealthy. The children were not brought up in luxury. They had a real introduction to the realities of life. At White Lodge, in Richmond Park, the three boys and their sister were allowed to run a little wild. Prince Alexander, the youngest, was also the most active and the brightest of the boys; his sister's favorite, too. It was a black day for little Princess May (now the Queen) when he first went off to school—a "preparatory" for Eton.
>
> At Eton he made friends all round. He was a good-tempered, jolly schoolboy, fond of games, with no hint of "side" about him. The democratic manner and outlook have never left him. At Sandhurst, when the time came for him to go there, he earned the reputation of a "thoroughly good fellow." His first regiment was the 7th Hussars. He joined them in India, where he played polo and did a lot of "pig-sticking." Then the regiment was sent to Natal, and there came Prince Alexander's first chance of active service. The Matabele War broke out in 1896. The young officer bore himself well, and better than well. He was highly commended for his handling of a party of Hussars in an attack upon one of the Matabele chieftains, which he helped to turn into a brilliant success.
>
> Next year, at the time of the Diamond Jubilee, Prince Alexander came home, and there is a touching entry in the diary of the Duchess of Teck, then ill, telling how she made an effort to get down-stairs to be first to receive her boy.
>
> He stayed in England until the South-African War broke out. His regiment did not go at the beginning, but he could not rest at home. He volunteered for immediate service, and within forty-eight hours was appointed to the Inniskilling Dragoons. He took part in the operations round Colesberg, the routing out of General Cronje, the relief of Kimberley, and the march on Bloemfontein.
>
> Then General Mahon asked for him as his A.D.C. when the relief of Mafeking was about to be undertaken. As a staff officer he proved himself active and efficient. Indeed, he was too active for his health. During twenty weeks, he was in touch with the enemy every day. The responsibility and ever-constant watchfulness told on him, and he was ordered home by a medical board and was given the D.S.O. (Distinguished Service Order) to sweeten the pill.
>
> In 1902 he went with the King and Queen, then Duke and Duchess of Cornwall, on their tour round the Empire, and everywhere he made a good impression.



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Automatic Sprinkler Systems
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YOU wouldn't sell your going business for the face value of your insurance policy. But *fire* may at any time force you to make that losing exchange. At no cost to you, we will give you protection which no fire insurance policy can ever give. *We will give you free an automatic sprinkler system that protects property, profits and lives. It will keep your firm a steady going concern* — keep it off the ash heap of burned businesses. Moreover, it will earn big money for you

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If you are not ready and willing to exchange your steady going business for the amount of your insurance policy, you need this protection now—immediately. From the moment the system is installed you are safe from fire—from the red demon that may at any time set your business clock back a score of years.

Fill out the coupon, now. Don't wait. Procrastination will cost you hard cash—may cost you your business. There's a half a minute's writing between you and *business life insurance*—fill out the coupon. Get real protection out of your insurance premiums.

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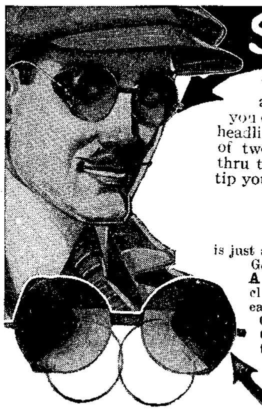

Safer Night Driving!

Every motorist knows that helpless, take-a-chance feeling when he's blinded by approaching auto headlights. Why take big chances of serious accidents when you can now get a new goggle thru which you can look right into the most dazzling headlights without any inconvenience? The Albex Night and Day Goggle has lenses of two-color glass, light and dark amber. Natural vision for either day or night is thru the lower, light colored part. When a blinding light is encountered, you simply tip your head slightly to see with perfect clearness thru the upper and darker portion.

Albex NIGHT & DAY Goggle

is just as perfect a goggle for day driving. It has every advantage of the one-color Albex Folding Goggle, which is now so enthusiastically endorsed by more than 100,000 wearers.

A Perfect Fit is assured by the soft silk bridge, which conforms comfortably to any face, clinging so closely that dust cannot penetrate. Complete comfort is further afforded by the easy fitting, well-ventilated, leather sides, and the fine flexible cable temples.

Goggles of some kind are necessary—so get the "Albex" with this big extra night feature. Only $2.50 in a neat compact leather case. From your dealer or thru us. Order, or write for attractive folder now, while you think of it.

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6,000,000 prs. spectacles and eyeglasses a year. Mfrs. of the Nationally Known Albex Folding Goggle.

DOES YOUR BABY

Measure up to the Standard of the BETTER BABY Movement?

If Not, What is the Reason?

In 9 cases out of 10 it is a question of Feeding.

If properly fed, other conditions being correct, Baby should at least be Normal in his physical and mental development.

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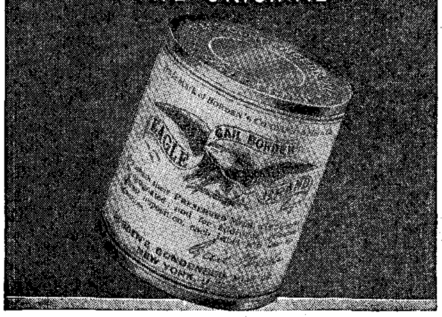


Two years later he married Princess Alice of Albany, a granddaughter of Queen Victoria and a very sweet girl. The Princess will be a great help to him in Canada. Her unassuming charm and kindly nature have won her universal affection. They have a son and a daughter living.

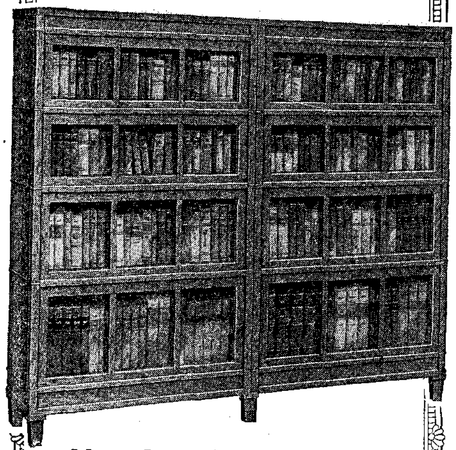
Since he married, Prince Alexander has been occupied with his soldierly duties (he is now in the Royal Horse Guards) and with such public duties as have come in his way. He proved at once his energy and his talent for finance by the success with which he carried on the appeal for the Middlesex Hospital begun by his brother, the late Prince Francis of Teck. He surprized those who worked with him by the fertility of his enterprise and the grasp of finance which he showed. It was in brotherly piety that he took up the efforts cut short by the Duke's untimely death, but the work served also to reveal his own capabilities.

No one who knows him can doubt of his success in Canada. Tall, debonair, and with a ready smile, he has just the appearance for the post. From his father he inherits dignity, from his mother common sense and a cheerful spirit, and, like all the royal family, his sense of duty is deep and strong. With such qualifications he is not likely to fail.

A correspondent of the London *Morning Post*, in an enthusiastic article, throws some additional light upon the personality of the appointee:

> Prince Alexander should make an ideal representative of his Majesty King George, and prove a most worthy successor to his Royal Highness the Duke of Connaught. Courteous in manner, dignified in bearing, and royal to his finger-tips, Prince Alexander is just the man to fill the position of Governor-General of Canada. As a soldier he knows the value of discipline, and as an officer who has seen active service he has shown himself able to lead and ready to follow. Of commanding presence and great intelligence, he can not fail to gain respect and inspire confidence. For several years past he has taken a prominent place in public and social life, and in every undertaking in which he has been engaged he has left behind him a name for thoroughness of purpose and capacity for work. He does not know the meaning of idleness, and, altho devoted to all kinds of sport, is ever ready to take upon his shoulders the duties that naturally fall to the lot of one so nearly related to the reigning sovereign. He possesses both energy and tact, and his kindly disposition has endeared him to a wide circle of friends.
>
> The late Duchess of Teck was, continues our correspondent, always very proud of her youngest son, and well has he fulfilled the expectations formed of him as a boy. Like Queen Mary, his sister, he has associated himself with many philanthropic institutions, and his work at the Middlesex Hospital will long be gratefully remembered. Taking up the task essayed by his brother, the late Prince Francis, he said in the letter he addrest to the press:
>
> "I am conscious that the example which my brother set of devotion to the cause of succoring the afflicted poor is one which it is difficult to follow, but I am determined, nevertheless, to do my utmost to imitate

Macey
LIBRARY CASES
Do Not Look Sectional—
But They Are



Macey Library Cases may be had in the popular Period styles; Sheraton, Chippendale, Artcraft, Colonial, Old English, and Mission. They are the true modern adaptations of the old Master designs, yet retain every advantage of the sectional bookcase.

The design and cabinet work is in such artful harmony that many times we are called upon to prove the sectional feature.

The Macey Mission Library Cases here illustrated carry out the Mission style of furniture, but are so refined as to bring them into harmony with modern ideas.

A complete catalog giving suggestions on modern libraries will be sent free on request.

The Macey Co., 1526 Division Avenue, Grand Rapids, Mich. Designers and Makers of Library Cases and Filing Appliances.

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WITH ONE DIP

Why use ordinary pens with the never ending dip—when One Dip Pens make every penholder virtually a fountain pen? *Send 10c for Sample Package.*

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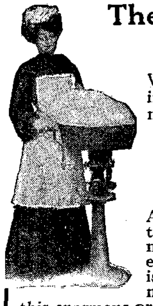

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We have been advertising in the Leading Magazines for 10 years. That means that we have made good with the

EMPIRE CANDY
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A 6 cent pound of ordinary sugar with this machine will within 8 minutes make $1.50 worth of candy floss. No experience necessary. $100.00 a day is an easy profit with this wonder money-maker. And it keeps on making this enormous profit year after year with no expense for repairs. Ten years of big money-making experience have proved this your opportunity. Today is the day to get the facts. Write to Dept. D.

Stevens Mfg. & Supply Co., Fisher Building, Chicago, Ill.

it, and to carry on the work which was so dear to him. I have accordingly accepted the invitation of the governors to become their chairman; I take up my brother's work where he left off, and it is my earnest hope that I may ultimately achieve the object he sought to accomplish."

These words explain better than anything one can say the true inwardness of a nature at once sympathetic and affectionate. They give an insight into a man's life and conduct and set us an example which one and all may be proud to follow. Prince Alexander of Teck has shown in all his relationships that he possesses attributes of the highest order. As a man of the world he has made his mark in many ways. As a ruler of men he has gained deserved popularity, and Canada and the Canadians will, I am confident, welcome the appointment with enthusiasm.

"MATTY'S" BOYHOOD

WHEN the New York "Giants" reached Japan on their recent trip around the world in company with the "White Sox," they found that nearly every native of those islands could speak at least three words of English. Those words were heard everywhere they went; they were "Where Mr. Masson?" (Mathewson). If ever three words could speak volumes, these surely did, for they spoke not only of the Great American Game, but also of the world-wide fame and popularity of the greatest living Hero of Baseball. It may be the belief of some that Christy Mathewson owes his eminence and the popular sympathy he evokes simply to the fact that he can pitch a baseball that the man at the bat can not hit when he wants to; but there are others who know a better reason. One of these was interviewed not long ago by a special writer for *The Delineator:* it was Christy's mother. Mrs. Mathewson has her own theory about Matty's success; but it may be a little biased by the fact that she had always intended her boy to be a preacher. A strange idea, surely, but this is what she said, while the interviewer was becoming acquainted with the Mathewson home:

"Yes, that is what I planned that Christy should be. But things are not always ordered as we would have them.

"I suppose it was just not to be," added Mrs. Mathewson. "And yet sometimes I find consolation in the thought that perhaps he *is* a preacher. His work has brought him before the multitude in a kindly manner; his example is a cleanly one. He reaches the masses of the people in his own way and he must give them something through his character."

Here Mrs. Mathewson was called to another part of the house and I watched her as she went—tall, straight, strong—a pioneer fit to have founded a race.

But I had not been left alone. Near me sat Mr. Mathewson, whose gaze of an admiring lover had followed his wife out of the room. Over the music-stand at his back was a daguerreotype of him as he had marched forth at Abraham Lincoln's call

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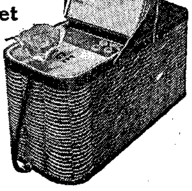

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for troops. There were other portraits and photographs of the family—of Christy's wife with her boy, "Sonny," of Jane and Christine, Christy's sisters, and even one of "Sonny's" pup, "Polo Grounds." Mr. Mathewson was talking to me about each one, not as a stranger, but as tho he and his people had known me all my life. From a window we could see the gymnasium and campus of Keystone Academy, which was founded by Christy's Rhode Island forefathers and where he and his brothers and sisters and his father and mother before him were educated. At the foot of the hill snuggled the village built by the same sturdy great-grandfathers when they moved "out West" to wrest this eastern part of Pennsylvania from a wilderness. Factoryville it is called to-day, even as they named it for a cotton factory that failed. There in its tiny valley it had nestled, forgotten, for more than a century, until a great-grandson "pitched" it back on the map again. There isn't a factory in it, nor one nearer than Scranton, sixteen miles away. Recently it has been proposed, to the town's delight, to rechristen it Christy.

From the very beginning, it appears, Matty was a pitcher. At the age of two he was discovered, in his mother's absence, pitching cups, saucers, plates, and silverware out of the window, just for the fun of hearing them strike. At four he was demanding to play with the gang, and asserting with great positiveness that he knew how to pitch. There was a game called "hailey over" that Mrs. Mathewson taught all her children and upon which the youthful Matty hardened his pitching muscles. It consisted in throwing a ball over a house to a catcher standing on the other side. Inaccuracy in this game went to the profit of the village glazier, and even Matty was compelled to break open his bank to pay for a neighbor's window. One of the rules of "hailey over" seems to have been that each player must pay for his own windows, and it is only fair to suppose that right here was the beginning of Matty's wonderful control. Mrs. Mathewson was Matty's first coach in baseball, but she says that "Sonny," or Christy, Jr., must be content to have his father coach him, and make the best of it, for she is not as spry as she was some thirty years ago. Matty was brought up on corporal punishment and prohibition, and seems to have thrived on them, in spite of opposing theorists. Perhaps the secret lies in the example and precept of the woman who can relate such an incident of him as this:

"I'm going to tell you something that makes me feel I haven't failed with my boy. Last year Christy came to me and told me of an offer that had been made to him to lend his name to a big Broadway amusement place—a drinking and dancing place—just to let it be called The Christy Mathewson and to appear there for five or ten minutes once or twice a week. Great pressure was put on him. The temptation was thousands of dollars a year.

"'Well?' said I, altho I was sure of him.

"'Mother,' said he, 'if I had to make money that way I wouldn't want any.' So you see Christy knows there is something in the world worth more than money.

"Money can cost too much. A play was written for Christy. It was very successful. When he had finished his contract he was offered another and a better one—that is, more money. Jane, Christy's wife, said that all the money in the world would not pay to have her husband away from his home all the time. That is the spirit that makes for a home and home life."

As Mrs. Mathewson led her interviewer about the little town of Factoryville, pointing out the various places famous for their intimate connection with her son's early days, an old villager met them who hailed Matty's mother as "Nervy." Mrs. Mathewson decided that her queer nickname needed some explanation and remarked to her visitor with a laugh:

"You know we are mostly Down Easters around here. With them Minerva is Minervy. But in my case it's '*Nervy*' because—well, because—" My pioneer woman was blushing; for the moment actually embarrassed. "Well, you see I've been an outdoor lover all my life. As a girl I was quite a horsewoman. I wouldn't want my girls to do what I did, but I used to break in the young horses on my father's farm. One time I broke a fractious giant of a horse—an animal that had stumped 'most everybody else. That day the folk christened me Nervy. To all of the old-timers I'm still Nervy Capwell. Even some of the children call me Aunt Nervy."

As Christy grew up to schoolboy age his taste changed to football, and for the time being baseball came second. But, says his mother, when he did play baseball he was always pitcher, and nobody could "fuss" him. Further, she remarked:

"It is my belief—my experience bears it out—that in nine cases out of ten the boy is father to the man or the girl mother to the woman. My boy to-day in his principal characteristics is what he was in the beginning. One day, when Christy was not more than three years old, we were visiting at grandfather's, and he and his little Aunt Jessie paid a visit alone to the stable where Dandy, grandfather's pet carriage horse, was tied in his stall. A fine place to pitch stones, the children thought. Finally they chose Dandy's sleek sides for targets, and Dandy resented this treatment by stamping and prancing. Hearing the noise, grandfather ran to the stable, and discovering the cause, seized a horsewhip. He spoke to the now frightened children in no gentle tones. Jessie made a bee-line for the house, but Christy stood stock-still. As grandfather came within reaching distance of him he said: 'Wait just a minute, grandpa, and let's talk it over first.' Needless to say, after they talked it over, grandfather did not use the whip. But that's my boy today.

"I remember one year the Factoryville nine was going to play the Honesdale team. Christy was pitcher for our nine. There was a lot of practising, so much that when the day came for the game Christy's potato patch had not been picked. I had told him that he could not go to Honesdale unless the patch had been taken care of. On the morning of the game he tried to beg off.

(*Continued on page* 1386)

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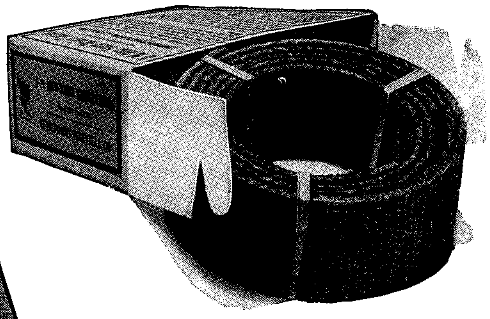

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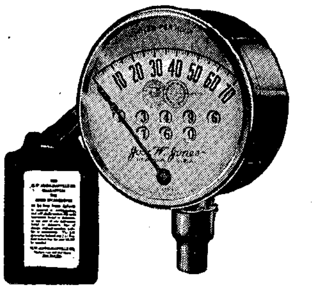

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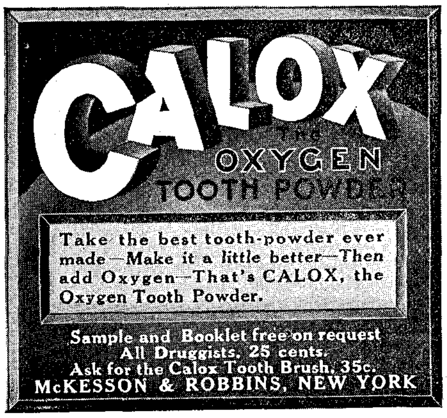

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McKESSON & ROBBINS, NEW YORK

PERSONAL GLIMPSES

(*Continued from page* 1384)

All of his playmates came to me and tried to beg him off. Without Christy, they said, Honesdale would beat Factoryville. I answered that Factoryville would have to be beaten, then. There and then they saw a light, and every one of the nine pitched in and picked potatoes. They cleaned the field up before noon, I paid them with a good meal, and Factoryville won the game.

"That game was an important event in my boy's career. Little did I dream when I packed his bag and sent him off that day that he was taking his first step toward being a professional baseball player. A man who saw that game at Honesdale made Christy an offer to pitch on a professional team during the following summer. Christy came home and talked it over with us. He could make ten times as much money playing ball as he could at farming. I thought it would last for a little while and that then my hope of his being a preacher would be realized."

The interviewer had many questions to ask concerning Matty's early training, but all of them were well answered in the one paragraph written some time later by Mrs. Mathewson:

"I have not been able to recall anything more than what I told you about Christy's training, except that I was always particular about regular hours of sleep and plenty of plain, wholesome food, good milk, fresh air—and the Golden Rule."

OVER CHILKOOT WITH FUNSTON

GENERAL FUNSTON'S work at Vera Cruz lends a fresh interest to some of his earlier exploits before fame had given him her magic touch. Among the first of these, before his glittering career in Cuba and the Philippines, was his thirty-five hundred mile trip through the Yukon and Alaska in '93 and '94. This was a venture after his own heart, plentifully perilous, and for the most part a lonely journey with only cold and deprivation for bedfellows. The basis of the expedition was a roving commission from the Government on behalf of the Department of Agriculture. Funston was expected to botanize, to make weather observations, and note other scientific data, and finally to make his way to the Arctic Ocean, down the long reaches of the Yukon River. We find in the November, 1896, issue of *Scribner's Magazine* the explorer's own story of the adventures he had in company with three gold-prospectors during the first stage of his journey. In many ways this first stage presented more difficulties than any similar section of his route, including as it did the climbing of the Chilkoot Pass and the passing of Miles Cañon and the White Horse Rapids. Of these the first was by far the most arduous, tho of little danger in comparison with the

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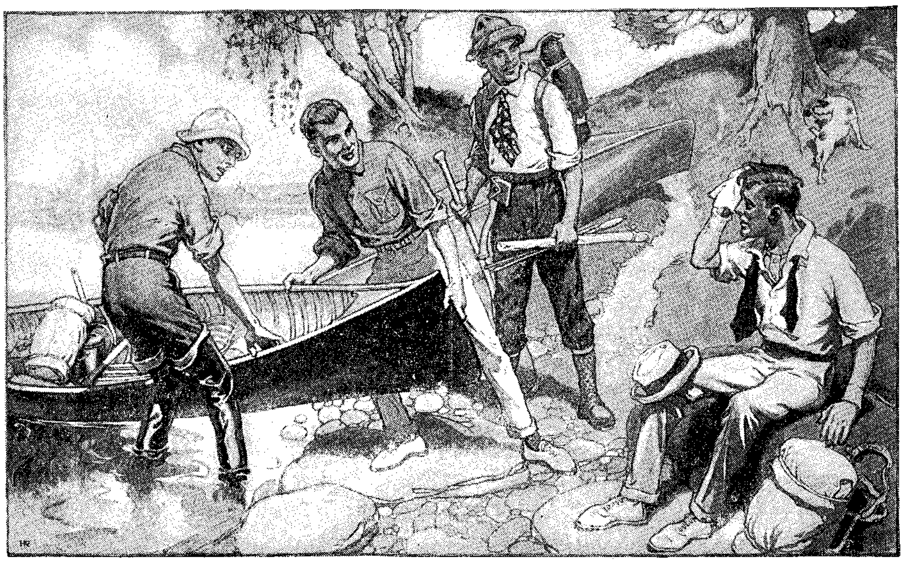
Mead Cycle Co., Dept. F 172, Chicago, Ill.

perils of the river beyond. Starting from Dyea, a small Thlinket Indian village a hundred miles north of Juneau, with seven Indian carriers, supported by a small swarm of dogs and Indian children, Funston and his three companions began the march to the summit of the pass, less than fifteen miles away, but separated from them by three days of the hardest sort of toil. Two days were spent in floundering through two feet of snow, burdened with packs and the two sleds, but the camp on the second night was at the edge of the timber, at the very foot of the dreaded pass. The description of the crossing of the pass is as follows:

> Roused before daybreak, we found the sky clear and the air frosty. Below us was the scattering growth of stunted spruce-trees and above the great slopes of snow and ice. Looking for a couple of miles up a large gorge flanked by precipitous snow-covered mountains, we could see at the summit thousands of feet above, the little notch known as the Chilkoot Pass, the gate to the Yukon land. On either hand were the huge masses of the coast range, buried in perpetual snow and ice, nobody knows how deep. The Indians, struggling under their heavy loads, stopt for breath every few moments. We four white men had the exasperating task of dragging along the two empty sleds.
>
> As we ascended, the snow, which at lower altitudes had been soft, was found to be hard and crusted, being on the last part of the ascent more like ice than snow. At eleven o'clock we had reached the foot of the last and hardest part of the ascent. From here to the summit is only half a mile, but the angle of the slope is about forty-five degrees, and as we looked up that long trough of glistening ice and hard-crusted snow, as steep as the roof of a house, there was not one of us that did not dread the remainder of the day's work. As soon as the Indians ascertained that the crust of the snow was hard and unyielding they divided the packs, leaving nearly half of their loads at the foot of the ascent, intending to make a second trip for them. The two women who had accompanied us thus far now returned to Sheep Camp, and one of the men, producing a strong plaited line of rawhide, about one hundred feet long, which he had brought with him, passed it under every man's belt, lashing the nine of us together about ten feet apart. The man at the head of the line carried in his hands one of our hatchets, and as we advanced cut foot-holds in the ice and hard-packed snow. The slope being too steep for direct ascent, we resorted to "zigzagging"—that is, moving obliquely across the bottom of the trough for about sixty feet and then turning at right angles in the opposite direction. Our progress was painfully slow, as every step had to be cut. It was no place to indulge in conversation. There was no use in stopping, as there was no opportunity to stretch one's limbs and nothing to sit down on, so that we kept pegging away, and the hours seemed endless before we stood on the narrow crest of snow and ice that divides the valley of the Yukon from the sea.
>
> The descent of the pass was a different



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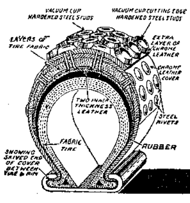
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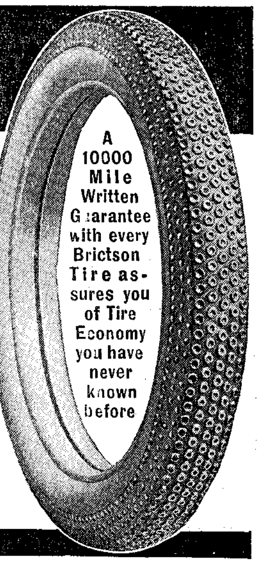
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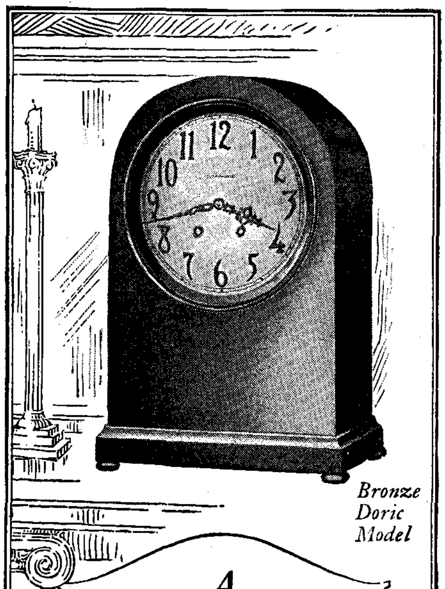

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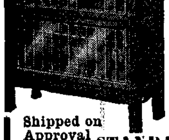

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matter entirely. Since the sleds were heavily built and iron-bound, they decided to make the down trip in the easiest possible way—to mount the sleds and let them do the rest. It was a brief but exciting experience. The grade was steep and the sleds—each carrying a load of from five to six hundred pounds—were no sooner started than they had attained express-train speed. To the men who rode upon them it seemed that nothing was substantial enough to stop them in their course. The sleds leapt and plunged, hurtling across spaces of twenty or thirty feet at a time. Yet their progress was successfully arrested when the time came. The first sled struck an uneven place and upset; its lashings parted, and—"for a few brief seconds the air was filled with rolls of blankets, sides of bacon, mining tools, and earnest, soulful profanity." From here to the nearest of the several long lakes that form the head of the Yukon River was a difficult trip of thirty-seven sleepless and foodless hours, owing to the impossibility of camping on the bare expanse of the lower slopes of the pass. The first of these lakes they subsequently covered by sled, with the help of a small sail, and much of the traveling thereafter was done in this way, by combining wind- and man-power as they were able. Finally, the melting snow made going difficult, and, taking this as a harbinger of the approaching thaws, they halted on the upper end of Lake Marsh and built them, in two weeks' time, a stanch craft yclept the *Nancy Hanks*. This boat, of the flat-bottomed variety, was destined to become historic, for it not only took the party and some fifteen hundred pounds of gear through two rapids and innumerable miles of small icebergs, to Forty Mile, but, the following year, served Funston in his two-thousand-mile trip to the sea, and even then was not discarded, but became the coveted property of a Jesuit missionary whom the owner met on the coast. It was not long after they left the scene of their boat-building before they were well in the Yukon River, sweeping down on Miles Cañon, known to them by reputation as one of the worst spots in the whole river. Indeed, it was only by their alertness that they missed being swept down into the narrow gorge against their will. As it was, they gained the shore after a few moments of strenuous paddling. Here they found several other parties, engaged in portaging boats and provisions overland. It seemed the rational thing to do in view of the risks of the rapids below, but Funston and his two campmates were loath to begin. Presently a wild member of one of the other parties, to create a sensation, went down the rapids alone in a bare boat. Subsequently two

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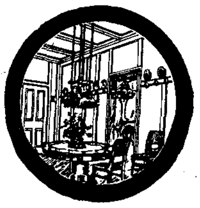

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other men tried the same thing. This meant more thought for the Funston trio. Finally, as the writer says:

> We had seen both ways of passing Miles Cañon, one requiring four days and the other two minutes. We three looked at each other in an inquiring sort of way, and then without a word walked down to where the *Nancy Hanks* was moored against the bank. All took their places, kneeling and facing the bow, McConnell in the stern, Mattern amidships, and I forward. The oars were placed on board and each of us used an ordinary canoe-paddle. I must confess that I never felt sicker in my life than as we shoved away from the shore and steered for the entrance. It was all over so quickly that we hardly knew how it happened. Barely missing the big rock at the mouth of the cañon, the boat started on its wild ride. The walls seemed to fairly fly past us, and after starting we heard a cheer from the rocks above, but did not dare look up. By frantic paddling we kept in the middle and off from the cañon walls. The sensation was akin to that of riding a bucking bronco. There was not a dry spot on one of us when we got through, and the boat had taken on so much water that she nearly foundered before we could bail her out. But a great weight was off our minds, for Miles Cañon, more than all other things, is dreaded by Yukon travelers. Including those lost in 1894, an even dozen of men have had their boats swamped or crusht like egg-shells against the cañon walls, and not one of them has come alive out of that wild maelstrom of water. Below the cañon the river spreads out to its normal width, but is shallow and a succession of rapids. We ran through these for a mile, but, after colliding with boulders and ice-cakes a dozen times, found it altogether too interesting, and so "lined" the boat the remaining two miles down to the White Horse. Fastening a line to the bow and one to the stern, we waded in shallow water near shore, and so could control the speed of the boat, as we could not otherwise do, and prevent its being crusht.
>
> Arriving at the head of the White Horse, we went into camp, landed all of our effects and spread them out in the sun to dry, and remained idle until the next morning. These rapids are half a mile long, and the river has its usual width of three hundred feet except in the lower part, where the stream contracts to about thirty feet, and drops through a chute for forty yards. We looked the ground over carefully and spent all of the day after our arrival in carrying the contents of the boat through the woods, depositing them at the foot of the rapids. We determined to run the now empty boat through the rapids as far as the chute, instead of lining it. Realizing that it would be very difficult to stop where we wanted to, McConnell took his station on the bank near the head of the chute in order to take a line, which we were to throw to him as we passed. Everything worked smoothly. Mattern and I steered the boat through the rapids, and as we neared McConnell I threw a line, which he caught, and taking a hitch around the boulder, brought us to a rather sensational stop. In this ride I seated myself in the

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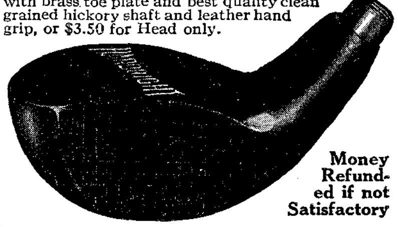

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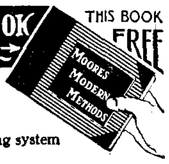

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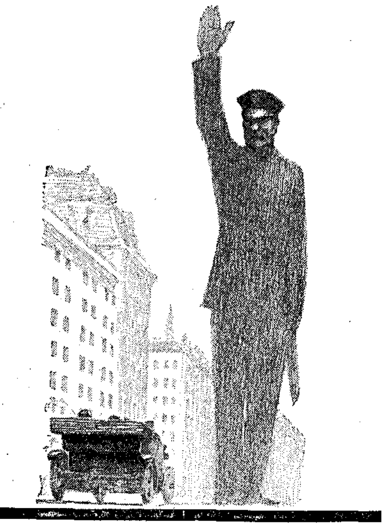

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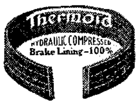

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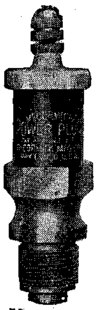

stern of the boat with the kodak and tried to make a snap shot of the rapids as we ran them, but was so excited that three of the four exposures were on the sky, the surrounding scenery, and the bottom of the boat; but of the successful one I am not a little proud.

The rest of the way the going was comparatively easy. Through Lake Lebarge and down that section of the Yukon frequently known as Lewes River they continued, on past Selkirk and Reliance and smaller Indian camps to Forty Mile Creek, where the party disbanded. The other men started off prospecting, leaving Funston to make his observation in that neighborhood, working slowly northward. They had been just forty-two days on the journey from the "outside," at something like an average rate of twenty-five miles a day.

CAPTURING MEXICO WITH A CAMERA

"BATTLE hysteria" is a disease which has no cure. All army officers know it and fear it, for once it has appeared in the ranks it is almost certain to spread with lightning-like contagion and may, if not immediately controlled, turn a whole disciplined army into utter rout. In Mexico, says the New York *Evening Sun*, this ailment is very well known indeed, and the commanders have a way of taking extreme precautions against it. For instance, any correspondents or photographers marching with the armies are liable to be put to sudden and inconvenient tests to prove their courage and consequent immunity from hysteria. The story is told of one man, Sherman Martin, formerly a photographer for *The Evening Sun*, and now a motion-picture "correspondent" for the Universal Film Corporation, who was filming the rebels at Chihuahua before the Torreon campaign. A returned fellow operator related the incident:

> At target practise in an artillery *cuartel* in Chihuahua Martin was delegated to keep score. With a piece of chalk he marked the shots scored by the contestants. While the young photographer stood at the adobe wall in front of the targets chalking up the hits, several crack shots among Villa's officers blazed away, cracking the plaster on all sides of the young American and fairly outlining his form in bullet-holes on the bare adobe.
>
> Without daring to turn around or to shift his position, Martin waited until the fusillade had ceased, and then, taking his piece of black chalk, smilingly traced his own outline on the adobe wall by drawing the chalk from bullet-mark to bullet-mark. The young American's nerve under the test marked him out for special favors thereafter.

Further adventures of Mr. Martin give a glimpse of the movie-man's life in active service at the front. We read:

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We believe "Whip" is the best smoking tobacco ever blended. Fifty years ago my father introduced the mellow Burley leaf as a pipe tobacco. And it was we Pattersons that first produced smoking tobaccos without "the bite"—that first produced the ready-rolled style of tobacco now so popular.

We believe that "Whip" is as notable an achievement as any ever scored by the Patterson family.

"Whip" is milder than any tobacco you ever smoked—so mild that you can smoke it all day and night—so fragrant and satisfying that you will want to keep your pipe going all the time—so bland and gentle that there is never a bite at your tongue or a tickle of your throat, no matter how much you smoke.

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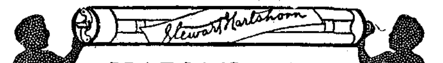

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Bermejillo, and thereafter for twelve days the camera men and correspondents were under fire. At Yermo the mountains come close to the railroad tracks, and El Nino presented an excellent target. Martin for five days was helpless from mountain fever, and once, for a thirty-hour stretch, war correspondents and photographers were without food or water. During the twelve days of the Yermo-Torreon engagement Martin, Roberts, and Turner lived on tortillas and rain-water.

Martin when he recovered from his fever had numerous narrow escapes. When going up the track at Torreon with several Constitutionalist soldiers, the party heard the screech of a shell and immediately threw themselves flat on their faces between the rails. One soldier who was not as quick as the rest had his leg nipt off as clean as if a razor had done it.

When traveling over the desert country Martin carried only about 1,200 feet of film. The motion-picture machine he carried on his back after it was found impossible to transport it on a burro and still keep it in good order. In the desert dust, with the left wing of Villa's army at Torreon, Martin set up his camera only to hear, a moment later, a sound like the ripping of coarse cotton cloth, which was followed by a shrill whine.

The young photographer knew without being told that the Federal Hotchkiss and Colt automatics had opened up, and without delay he threw himself headforemost into a ditch. Mesquite barbs an inch long closed about the young man's body and held him in a grip of iron, so that every move was torture. It required half an hour's work for Martin to release himself, and for weeks thereafter the young man was kept busy anointing himself.

Martin and Major Malachi of Villa's artillery corps were proceeding through a street in Gomez Palacio on the lee side of the adobe houses when in crossing a street a contact shell struck within ten feet of them. It was most remarkable, but neither the men nor their mounts were scratched. Major Malachi, a veteran of a dozen campaigns, remarked afterward that he never had a narrower escape from death.

Martin was last heard from at Paredo, a few miles north of Saltillo. After the eleven-day operations at San Pedro he returned to El Paso. When his films were safe on the American side of the Rio Grande Martin returned to Torreon in time to join Villa's forces for the attack on Saltillo, where he now is.

But not all Mr. Martin's adventures have been on the field of battle. He has won favor as well among the civilians, both those of the sombrero and of the mantilla, and has proved himself an exceedingly versatile *gringo*. On one occasion he took personal charge of a bull-fight and out-matadored one of the greatest of the Mexican fighters. It happened on Hidalgo day, an occasion celebrated all over Mexico with such sports as cock-fights, bull-fights, horse-racing, and so on. Thousands were gathered in the arena at Chihuahua, several of the milder events of the bull-fight had been applauded vociferously, and the excitement of the crowd was rising. It

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The O-Cedar Polish Way

Wet a piece of cloth in water
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Pour on O-Cedar Polish.
Go over the surface
Polish with a dry cloth
A hard, dry lustre, not gummy or sticky, bringing out the beauty of the grain.

O-Cedar Polish cleans as it polishes and gives a hard, dry, durable lustre that does not get gummy or collect dust.

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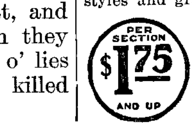

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was about this time that the "only American matador" took an unexpected share in the proceedings, as follows:

While Luis Leon, the famous Chihuahua matador, was playing with an especially ferocious bull which the picadores had worked up into a fury with their barbs, Martin leapt the bull-ring railing and chased the bull around the ring with his motion-picture camera. Leon stood aghast at Martin's daring, while the arena went wild. Society women, who graced the boxes of honor in all their finery, leaned into the ring waving their mantillas as Martin reeled off foot after foot of "hot-action stuff." The men threw their sombreros into the ring regardless of the fact that some of the gold-weighted sky-pieces might be worthless after the bull had finished trampling them.

That night a full Mexican orchestra, including harps, guitars, and mandolins, serenaded Martin in his hotel, the Robinson House. Pretty Mexican girls walked by in twos and threes to gain a glimpse of the daring young photographer. Later in the evening Leon himself called, with a number of citizens, to present a stuffed bull's head as a token of their appreciation of Martin's valor. For two weeks thereafter and until Martin's departure for Torreon Luis Leon daily paid his respects at the hotel in ceremonious Castilian fashion.

THE SPICE OF LIFE

Contrariwise.—MRS. BEAT—"Tell the gentleman I'm not receiving to-day, Nora."

NEW MAID—"But he ain't deliverin', mum; he's collectin'!"—*Puck.*

Unchanged.—WIFE—"Everything is getting higher."

HUSBAND—"Oh, I don't know. There's your opinion of me and my opinion of you, and the neighbors' opinion of both of us."—*Crescent.*

Expectancy.—OLD MAN—"What are you fishing for, sonny?"

SONNY—"Snigs."

OLD MAN—"What are snigs?"

SONNY—"I don't know; I ain't never caught any yet."—*Birmingham Age Herald.*

Q. E. D.—"Willie," said the teacher, "give me three proofs that the world is actually round."

"Yes'm," said Willie, cheerfully; "the book says so, you say so, and ma says so."—*Ladies' Home Journal.*

"Fifty-Fifty."—"I think, William, I'll ask those new people next door to take dinner with us to-night."

"What for?"

"Well, the butcher, by mistake, left their meat order here, and it seems only fair."—*Life.*

Never Do This.—"India, my boy," said an Englishman to a friend on his arrival at Calcutta, "is just the finest climate under the sun, but a lot of young fellows come out here, and they drink and they eat, and they drink and they die, and then they write home to their friends a pack o' lies and say it's the climate that has killed them."—*Sacred Heart Review.*

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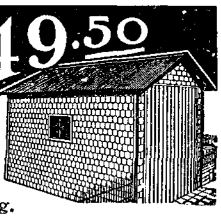

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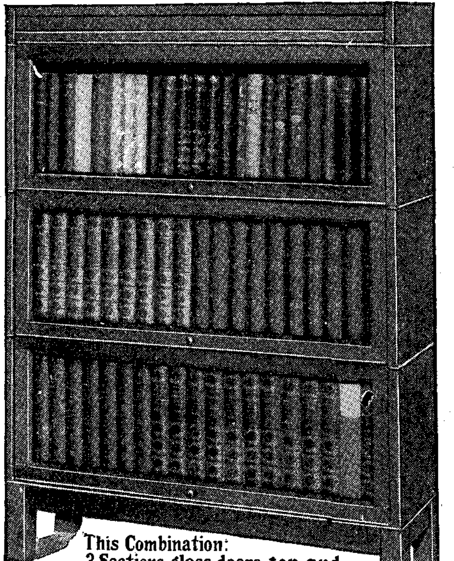

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Wires Crossed.—PARSON (in a wayward moment)—"We will now sing hymn number two six three Madison."—*Judge.*

Well Won.—"I got this cup for running."

"Whoja beat?"

"The owner and six policemen."—*Harvard Lampoon.*

Timely Aid.—THE CHAPERON—"Young man, you have your arm around that young lady's waist."

THE YOUNG MAN.—"Thanks! I've been trying to find the spot all evening, but with these new gowns a fellow hardly knows where he's at."—*Puck.*

Repartee.—OLD SCOTCHWOMAN—"The last steak I got frae ye I could hae soled ma boots wi' it."

BUTCHER—"And why did ye no dae it?"

WOMAN—"So I wid if I could hae got the pegs tae gang through it."—*Boston Transcript.*

Not the Same.—The Washington *Star* credits the late Mayor Gaynor with this criticism of a novelist who began with promise and became a "best seller":

"How did he start in to write?"

"With a wealth of thought."

"And how has he kept on?"

"With a thought of wealth."

Choral Repartee.—Once in a while the choirs do get back at the minister, as, for example, in a Connecticut church the other Sunday morning. The minister announced, just after the choir had sung its anthem, as his text, "Now when the uproar had ceased." But the singers bided their time patiently, and when the sermon was over, rose and rendered in most melodious fashion another anthem beginning, "Now it is high time to awake after sleep."—*Congregationalist.*

Veracity.—A farmer in the country last autumn gave a job to a seedy-looking individual who had applied to him, and who assured him that he never got tired. When the employer went to the field where he had put the tramp to work, he found the latter lolling on his back under a tree.

"What does this mean?" asked the employer. "I thought you were a man who never got tired?"

"I don't," calmly responded the tramp. "This doesn't tire me."—*Sacred Heart Review.*

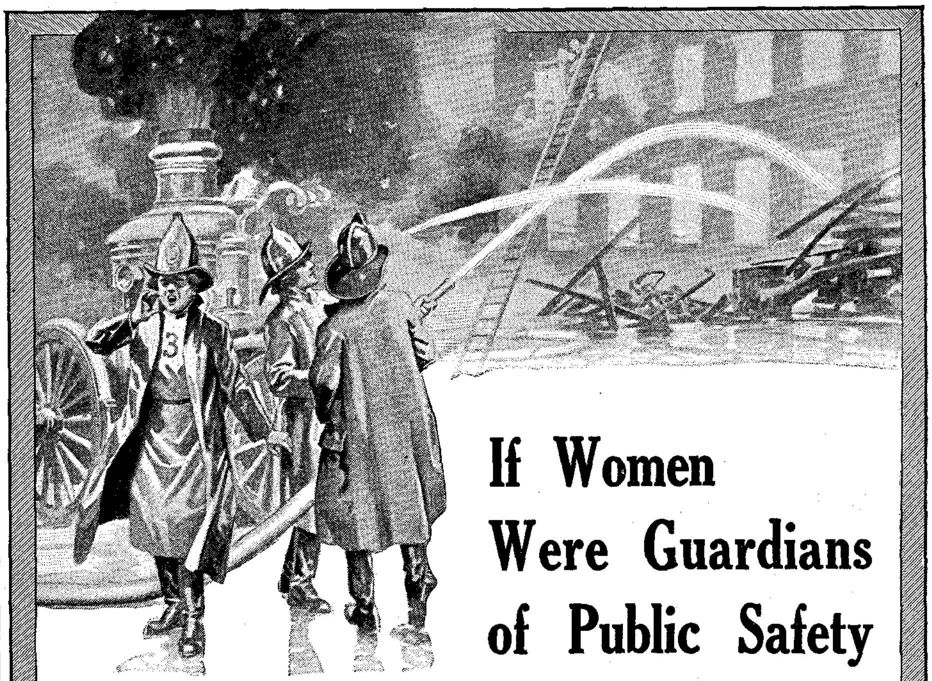
Obedient Willie.—The teacher wanted some plums in order to give an object-lesson during school hours, and, calling one of the small boys, she gave him ten cents and dispatched him to the fruit-stand down on the corner.

"Before you buy the plums, Willie," she cautioned, "you had better pinch one or two to make sure they are ripe."

Little Willie flitted away. Soon he came back and smilingly put the bag on the teacher's desk.

"Oh, thank you, Willie," said the teacher, taking up the bag. "Did you pinch one or two as I told you to do?"

"Did I?" was the gleeful response. "I pinched the whole bagful, and here's your ten cents."—*Ladies' Home Journal.*



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If women were guardians of public safety, how many buildings would lack the simple means of extinguishing a fire during the ***vital-five-minute*** period—that critical period before the fire department is brought into action?

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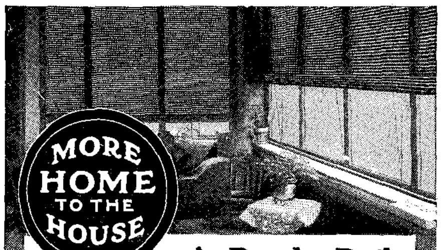

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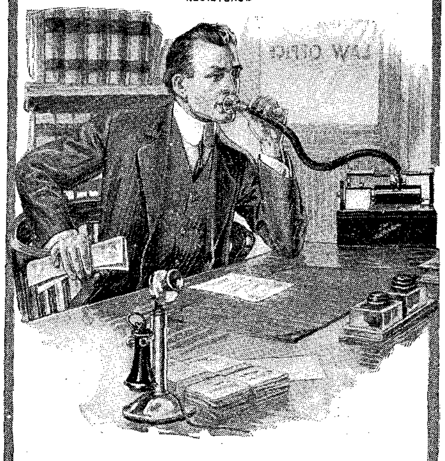

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INVESTMENTS AND FINANCE

A "TREMENDOUS BOOM" COMING FOR PACIFIC COAST FRUIT

A WRITER in the New York *Times Annalist* declares that the opening of the Panama Canal will have much meaning for the Pacific Coast grape business, as well as for the entire fruit industry of that region. Because of the canal it will be possible to ship fresh fruit by water without any rehandling in transit. From California fruit orchards to markets in Europe the distance is 6,000 miles or more, over which no transshipments will then be necessary. Heretofore, one of the chief things that have kept American fruits out of the European market is the sevenfold handling necessary in sending a box of lemons, oranges, or apples. But when the canal is opened "ships laden with fruit will be able to run from port to port with unbroken cargoes," rehandling being "practically eliminated." It is believed that American fruit will then arrive in London or Paris in better condition than fruit now reaches London and Paris from Spain, Italy, or northern Africa. Hence Pacific Coast growers anticipate "a tremendous boom in their fruit trade oversea." The writer says further on this interesting subject:

"Our exports of oranges, when there is a good crop so there is a surplus over what we eat ourselves, are nearly 1,300,000 boxes, valued at a little more than $3,300,000. We did not export any lemons in 1911, but the year following we shipped abroad 44,366 boxes, and in 1913 we exported 58,428 boxes, valued at $383,083. Of apples, green or ripe, we exported nearly 1,500,000 barrels in 1911. Two years later the number of barrels sent overseas was 1,920,921, and their value $7,417,400. The exports of dried apples in good crop years recently have been worth close to $4,000,000. Of prunes—that great staple dainty of the unwealthy—we are now exporting not far from 100,000,000 pounds a year, an item of more than $5,500,000 annually. Our total fruit exports, including those shipped in tins, came to nearly $33,000,000 in 1913.

"Mere figures are uninteresting unless their significance is grasped. Take the item of lemons, for instance. Our export lemon trade has grown from nothing to nearly $400,000 in two years. Up to 1913 our imports of lemons were steadily decreasing, but in that year there was a failure of the California crop, and they jumped up again. The lemon crop of Sicily was abundant—about 30 per cent. greater than the average. But this was only a temporary gain. The California lemon is steadily pushing the Sicilian fruit off the American market. With the opening of the gates of Panama it is predicted that the ship-loads of California lemons will be landed in New York so cheaply that the exports from Sicily to the United States will diminish rapidly, and eventually cease, except when the crop fails here and is abundant over there. Not only that, but the American lemon will compete with the Sicilian even in the Italian markets when the shipments can be made all the way by water.

"Years ago the oranges were put into refrigerator-cars as soon as they were packed. It was soon seen that this was an expensive way of cooling them, for the fruit when it was placed in the cars was of the temperature of the outer air—and the orange-picking and shipping season in California comes in hot weather. The cost of refrigeration under these circumstances was excessive. Therefore, great precooling plants were established, buildings where a thousand car-loads of fruit could be brought down to the proper shipping temperature at the least possible expense. To-day trains of freight-cars, already iced, are run into these great warehouses and loaded, so that the fruit does not suffer the slightest change in temperature. Some of these precooling plants belong to the railroads handling the fruit; others to growers' associations.

"It is this incessant care that has made the American orange famous wherever it has been introduced. In England the only complaint has been that the supply was insufficient. There has been no objection to the rather high price—9 to 12 cents each for the California seedless or 'navel' orange.

"In direct contrast to American methods of handling fruit for export are those of Europe—Sicily, for instance. Italian lemons, as a rule, are of a better shipping quality than those from California. The steamers that bring them from the Mediterranean ports across the Atlantic do not carry them in refrigerated compartments. They are put down in the hold by the thousands of boxes, but if they are a bit soft they bring much sorrow to their consignees when they are unloaded. Two seasons ago, owing to the combination of drought and heavy rains in Sicily, the fruit from there spoiled quickly in transit. This, however, did not bring about any change in transportation methods, altho as high as 90 per cent. of some cargoes had to be thrown away on their arrival in New York.

"In normal years California lemons supply the wants of the people west of the Mississippi. The population east of there use Sicilian lemons for the most part. In 1912, however, the tide of lemon shipments from California reached clear to the Atlantic seaboard, and the Pacific Coast growers realized that even the long and expensive haul overland could not shut them out from competing with the lemons that came by the cheaper water route from the Mediterranean.

"With the narrowing of the cattle-ranges and the scant widening of the grain acreage, America is becoming more and more dependent on its fruit-supply. Twenty years ago a failure of the fruit crops would not have been really serious; to-day it would be a calamity."

THE FIRST WORK OF THE RESERVE BOARD

With the appointment of the Federal Reserve Board, the committee which was entrusted with the work of organizing the Federal Reserve Banks is expected soon to pass out of existence. This fact has led *The Wall Street Journal* to make a presentation of the early work to be undertaken by the new board. The little work that remains for the organization committee comprises the putting into operation of the Federal Reserve Banks, a portion of this work having been accomplished by the committee by the end of May. On this subject and the work of the Reserve Board itself the writer says:

"When the committee is finally dissolved the Secretary of Agriculture's connection with the organization of the new banking system will terminate. The other two members of the committee, the Secretary of the Treasury and the Controller of the Currency, pass automatically on to the Federal Reserve Board. But before the organization committee passes out of existence altogether as a separate body, there is yet some work for it to do, according to the new law. It is still responsible for the organization of the Federal Reserve Banks. The next move in this matter is the designation of five banks to execute a certificate of organization, which duty is specifically delegated to the organization committee, and not to the Federal Reserve Board. These five banks have yet to be designated. They are to be designated as soon as the requisite amount of capital stock of the Federal Reserve Banks has been subscribed.

"The following step is the classification of the member banks of the districts into three general groups, or divisions; but at this stage the Federal Reserve Act, for the first time, introduces the Federal Reserve Board, inasmuch as it provides that the chairman of the Federal Reserve Bank, who is to be appointed by the board, shall do this classifying, 'or pending the appointment of such chairman, the organization committee shall classify the member banks, etc.' The class 'C' directors, of which one is the chairman, are to be designated by the Federal Reserve Board.

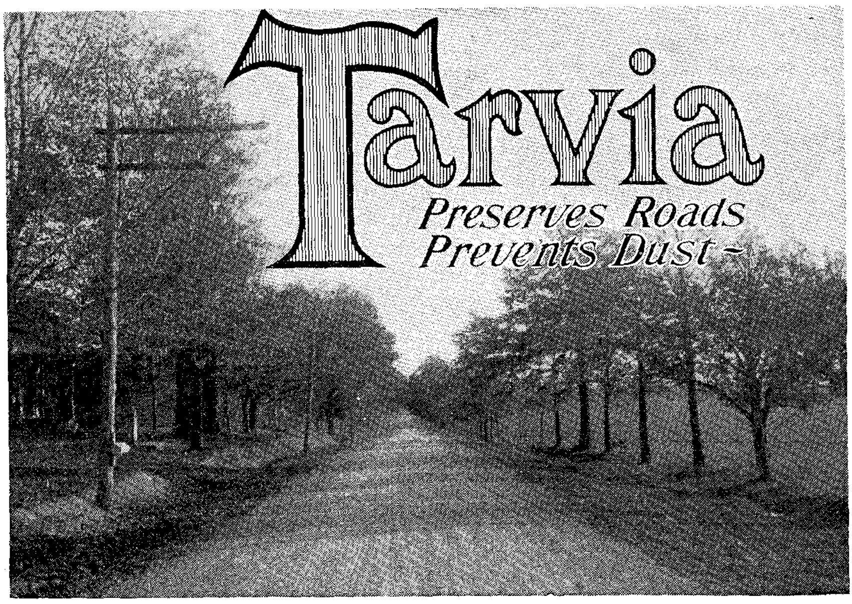
"There are about sixty specific instances in the Federal Reserve Act of duties assigned to the Federal Reserve Board, in addition to such general provisions as making rules and regulations for its own conduct and 'exercising general supervision' over the Federal Reserve Bank. One of the early duties devolving upon the board is to review the organization committee's designation of reserve districts and the possible readjustment of the same.

"Among the matters which will receive the early attention of the Federal Reserve Board, the following may be cited: The appointment of three members as directors of class 'C' in each of the twelve Federal Reserve districts, inclusive of the chairman, who shall also act as Federal Reserve Agent; regulations in regard to the admission of State banks; reconsideration of cities heretofore designated as reserve or central reserve cities, and open market operations of the Federal Reserve Banks, etc.

"There is yet another duty to be performed by the Reserve Bank Organization Committee, as provided in the act—that is, to call the first meeting of the Federal Reserve Board, which shall be held in Washington 'as soon as may be after the passage of this act, at a date to be fixt by the Reserve Bank Organization Committee.' It is probable that at this meeting the formal transfer of the responsibilities of the organization committee to the Federal Reserve Board will be made. Hence, the committee could delay this transfer of operations and duties until such time as it may deem expedient."

CAUSES FOR THE SMALL INVESTMENT MARKET

Comment was made in financial circles on the April output at the Ford Motor Company's shops in Detroit, this statement giving "a new high record." The output for April was 30,420 complete automobiles; in March the output was 28,700; in February, 24,600; in January, 23,936. In the seven months ending on April 30, the Ford Company turned



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And haven't you seen that dust float over the lawns into fine homes, making the verandas uninhabitable and ruining costly furnishings?

And did you ever notice how rain on a grade gullies out the side of the macadam, making it rough as the rocky road to Dublin, necessitating costly repairs?

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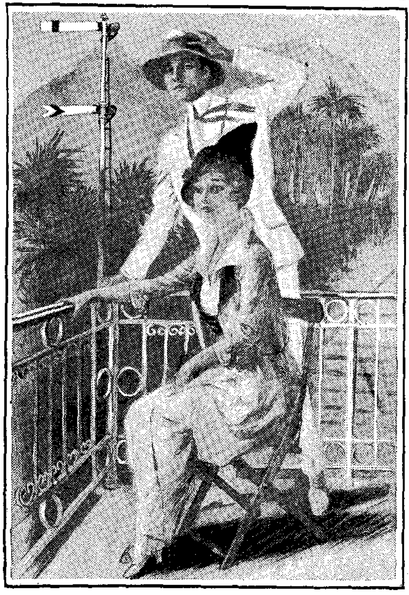

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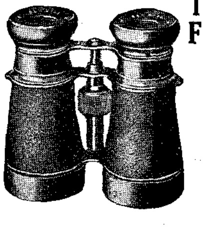

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723 Sansom St., Philadelphia

out 145,000 cars, all of one model. Assuming that each of these cars was sold for $500, this output means an expenditure of more than $70,000,000.

A writer in the New York *Evening Post* notes that this outlay was "for a commodity which within recent memory was not in existence." As an expenditure for one article extending over only seven months out of twelve, $70,000,000 is a large sum of money. It would buy a million or more shares of dividend-paying stocks, or "it would build and equip a railroad." Many American enterprises would pay for that sum of money an annual interest of five or even six per cent.

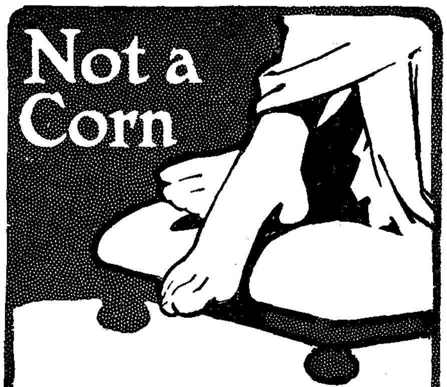
That the automobile has been one cause of high rates for money and the business depression many writers have long asserted. Some have believed that the country has got into a position where it must grow up to the automobile, so to speak, just as in former generations it had to grow up to the railroad—that is, it has been placed under the necessity of producing sufficient new money to offset this great demand on existing capital. The writer in *The Evening Post* says further on this subject:

"There have been various explanations for the seeming reluctance of the investing public in this country and abroad to purchase old securities of established value or new issues of liberal income yield and assured safety. Those who believe that investors are not holding out for still higher return have all along maintained that the governing circumstances of the money markets of the day were altogether peculiar, and not permanent in character. War, armament madness, military activities, money-hoarding, and oppressive taxation abroad; extravagance, labor demands, high commodity prices, excessive legislation, and overexpansion at home: to these and other things have been ascribed the high rate of investment return demanded by capital, the accompanying depression of the security markets, and the inability of corporate enterprises to obtain fresh funds at reasonable terms to further proposed undertakings.

"In our own country the nation-wide tendency to extravagance has had an unmistakably large influence. A few years ago, when finally it became recognized that the automobile was an instrument of attraction for millions of capital that formerly had found its way to the investment markets, those who kept faith in the supreme desirability of securities spoke with pleasing assurance. 'Oh, don't worry,' they said. 'A year or two of this, and there will come the inevitable reaction.' More than five years have passed, and, if a reaction has come, it has not manifested itself by any decided lowering of interest rates or any notable diversion of capital from the automobile trade to the markets. Measured by the Ford showing, it appears that more automobiles are being bought now than at any time before; the same is not to be said of bonds. As a competitor of investment securities, the automobile can no longer be regarded as on the footing of a fleeting extravagance. That 30,000 cars of one kind alone are manufactured in a single month determines that."

AS TO A TURN IN THE TIDE

Alvin W. Krech, president of one of the large trust companies in New York, was recently quoted in *The Wall Street Journal* as saying as to the help which



Last week that foot had corns. But the owner read of **Blue-jay.**

She applied it one night and the pain instantly stopped. In 48 hours all the corns came out. And those corns will never come back.

That's the story folks have told about sixty million corns. And tens of thousands tell it every day.

Some of them used to pare corns, merely to relieve. Some of them tried the old-time treatments until they gave up in disgust.

Now never again will they suffer from corns. When one appears, **Blue-jay** goes on it.

There is no more pain. The corn is forgotten. In two days they lift it out. No soreness, no pain, no trouble.

That sounds too good to be true. But remember, please, that a million corns a month are ended in this **Blue-jay** way.

Why don't you let it put an end to yours?

Blue-jay For Corns

15 and 25 cents—at Druggists

Bauer & Black, Chicago and New York
Makers of Physicians' Supplies

KEWANEE

Private Water Supply Plants—Private Electric Light Plants
Sewage Disposal Plants—Gasoline Storage Tanks and Pumps
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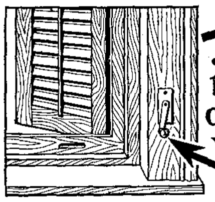
KEWANEE WATER SUPPLY CO.
New York City — Kewanee, Ills. — Chicago



Just a turn of this little crank opens or closes your shutters

The Mallory Shutter Worker

opens, fastens at any angle or closes the shutters, *without raising the sash or screens an inch*, and thereby keeps out flies and mosquitos. Inexpensive and easily applied to old or new, stone or frame houses. Ask your hardware dealer or write us for booklet.

Mallory Mfg. Co., 522 Broad Street Flemington, N. J.

bumper crops may give to business conditions, that bumper crops comprise one of those "universal factors" for improvement that are now indispensable, but such factors must first be "irrevocably assured." Mr. Krech does not think any "immediate improvement" probable, the contraction in business being "world-wide." A general decline has been going on "for at least two years." It set in before war broke out in the Balkans in 1912. The decline was, by that event, measurably accelerated. Mr. Krech's views on other aspects of the present situation are given as follows:

"Germany, despite the failure of the Princes' Trust, has come through the business contraction in the best shape, chiefly owing to the scientific way in which Germans carry on banking. For example, their discount rate has been kept high and the volume of acceptances has been allowed to diminish. In other words, they contracted the credit to parallel the contraction in business. France was hit the hardest by the Balkan losses and declining business. England now is beginning to show some signs of improving business.

"I do not believe we have anywhere near reached the limit of the gold-export movement. They want the gold abroad. Our banking condition at present permits a free movement, and the completion of the Federal reserve organization will release still more gold. There is one redeeming feature in the situation, that is, the more gold we ship, the more easily can we get what we need when we need it.

"Among the worst features of the local situation has been the soft-coal trade, but there are indications that an improvement is imminent. That trade has been bad not only in the East but in the middle West. Just a week ago some 600 tons of bituminous sold in New York harbor at $1.75 a ton, which afforded a profit of only 5 cents a ton after freight and other charges. There were two or three days ago some 20,000 tons in bottoms in New York Harbor, unconsigned, with the steamers waiting for charters. It was cheaper to load the vessels than to pay demurrage. At Norfolk demurrage is being paid on a large amount of soft coal. This condition has been brought about notwithstanding the cessation of work in the Ohio field.

"Most of the soft-coal business is done under contract, but with scarcely an exception the minimum of delivery is accepted. This reflects a bad state of manufacturing. I can't say how much of the manufacturing depression is due to the tariff. There is no question that our factories, which have charged a proper proportion of earnings to obsolescence, are in a position to compete with foreign-made goods. Industries, however, fostered by the tariff and accustomed to pay out all their profits in dividends, no doubt find it difficult to adjust themselves to the new condition.

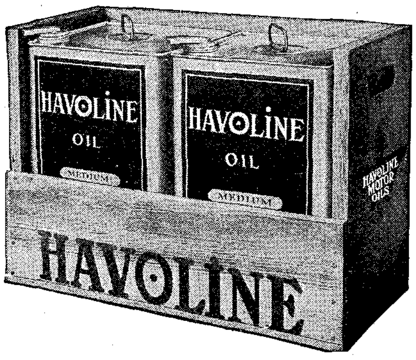
"I am afraid a small increase in rates for the railroads east of the Mississippi will not by itself solve the present problems. We need time to let consumption catch up to the vast increases in production facilities of the past few years, but bountiful crops or their assured prospect and preparation for the crops will increase purchasing power marvelously.

"I am not pessimistic over the hand-to-mouth buying that exists at present. In a country like ours conditions may change overnight, and there will be all the more business to make up for lost time. Whether railroads will have the facilities to meet the traffic engendered by changed conditions is another chapter."

HAVOLINE OIL

"It Makes a Difference"

in Efficiency, Expense and Endurance *in your car* because:



The Base—It is made only from one uniform base, crude oil of tested quality and sameness.

The Process—It is manufactured in a manner which leaves the *molecules of the oil entirely whole*, thereby preserving its life and increasing its lubricating value. It is entirely freed from floating carbon and impurities.

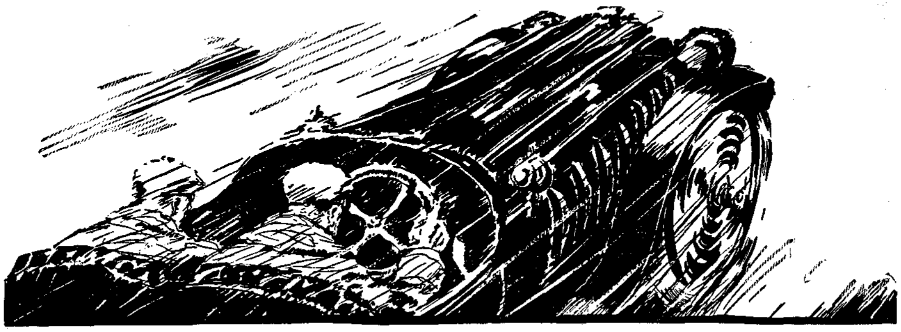
Result—A uniform oil, that forms an even lubricating "cushion" around the metal surfaces and prevents wear and tear upon them, retains its vitality yet is free from foreign substances. Leaves minimum carbon deposits. Reduces repair bills. Prolongs life of motor and increases its efficiency.

Buy the oil in the Blue Can. *2 Five Gal. Cans to the Case.*

Tell us your make and we'll tell you your grade. *If your dealer cannot supply you, get it from us direct.*

Ask your garageman or write us direct for testimonials of Havoline users, owning your make of car.

Indian Refining Co., Dept. C, New York



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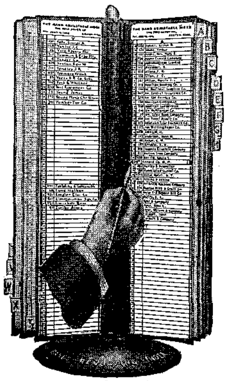

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Holds 100 to 1,000,000 cards.
200 visible at a glance.

Rand Visible Card Index

Saves its cost each month. One clerk on a Rand equals four on old card index.

Simply a touch—and the name wanted flashes before your eye. No opening of drawers—no card-fumbling—no misplaced cards—no bending of back—no eye-straining as with the old card index. New cards inserted or old ones removed without disturbing arrangement.

In rotary, stationary, book form or wall bracket styles.

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Catalog FREE—tells how to save time and money—a postal brings it.

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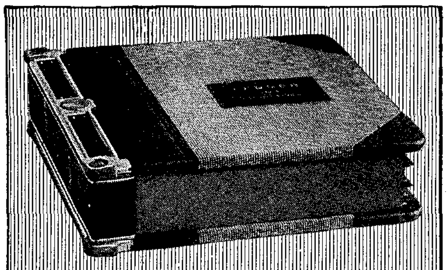
418 Central Bldg., Rochester, N. Y.
324 White Bldg., Buffalo, N. Y.
200 Rosenbloom Bldg., Syracuse, N. Y.
306 Fourth St., St. Louis, Mo.
605 First St., Calgary, Alberta, Can.
Clarke & Courts Bldg., Galveston, Tex.
707 Sprague Ave., Spokane, Wash.



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If the buyer of Loose Leaf Binders and Forms could have direct expert service right in his own office, in analyzing his individual requirements, he could select from standard items 90 per cent of the things he needs.

BAKER-VAWTER
Supplies This Direct Personal Service

They have a representative in your locality. He will not only analyze your requirements so as to fit 90 per cent of your needs with standard items, but he will build the other 10 per cent along standard lines. He will outline for your particular business without charge, the very best of modern systems.

Ask to have a Baker-Vawter man call. Write us about your accounting problems—send samples of your forms, tell us the quantity you buy—we will gladly help you.

Baker-Vawter systems are shipped direct from factory—not sold by stores. **It pays to investigate.**

BAKER-VAWTER COMPANY
World's Largest Manufacturers of Loose Leaf Ledgers, Accounting Systems, and Steel Filing Equipment, selling direct to the user.
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I KNOW WHAT YOU WANT
Kellogg's
TOASTED CORN FLAKES
THE ORIGINAL HAS THIS SIGNATURE
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BATTLE CREEK MICH.
W.K. Kellogg

HOW RAILROADS ARE MEETING THE BUSINESS DECLINE

A writer in *The Wall Street Journal* finds that fourteen out of twenty Western roads, in meeting the decline in business, have been cutting down transportation costs. Of these roads only four have "succeeded in showing an increase in gross revenue for the eight months of the current fiscal year to February 28," and only six failed to reduce transportation, or carrying, costs concurrently with diminished volume of business. Inasmuch as four roads carried more business at less cost, their experience is regarded as "conclusive proof of a more intensive efficiency." A comparative table of the twenty Western roads, showing changes in gross income and transportation expenses for eight months of the year, is presented as follows:

Roads		8 *Months' Gross*		8 *Months' Transp. Exp.*
Texas & Pacific	Inc.	$432,159	Dec.	$230,107
Illinois Central	Inc.	1,157,951	Dec.	409,722
West. Pacific	Inc.	119,902	Dec.	13,820
Chic. & Northwest	Inc.	520,601	Dec.	2,809
St. L. & San Fran	Dec.	207,249	Dec.	517,526
Denver & R. G	Dec.	773,863	Dec.	384,985
Mo. Pacific system	Dec.	1,517,218	Dec.	690,720
Chic., Mil. & St. Paul	Dec.	1,946,106	Dec.	816,216
Wabash	Dec.	1,000,690	Dec.	300,719
Northern Pacific	Dec.	1,846,231	Dec.	501,175
Int. & Gt. Northern	Dec.	994,398	Dec.	212,536
Atch., Top. & S. Fe	Dec.	4,633,044	Dec.	962,166
South Pac. (proper)	Dec.	3,048,210	Dec.	225,912
Chic., R. I. & P	Dec.	1,933,390	Dec.	104,178
St. Louis & S. W	Dec.	194,826	Inc.	45,432
Chic., Burl. & Quincy	Dec.	874,207	Inc.	493,900
Union Pac. (proper)	Dec.	170,583	Inc.	96,866
Mo., Kan. & Texas	Dec.	377,059	Inc.	381,271
Great Northern	Dec.	275,553	Inc.	303,173
Kansas City So	Dec.	119	Inc.	55,705

Commenting on this table, the writer remarks that "regardless of position, it appears that most of the roads have been able to reduce carrying costs, altho it is more than likely that the roads heading the list are the ones that offer the greater opportunity for improvement." If the Pennsylvania Company were included in this compilation it "would stand as No. 18 and the Baltimore & Ohio's position would be 21, and both of these roads are highly efficient transportation plants." This, nevertheless, "detracts nothing from the credit due those other roads which are seizing the better opportunities they have to improve operation."

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Swindlers are at work throughout the country soliciting subscriptions for popular periodicals. We urge that no money be paid to strangers even tho they exhibit printed matter apparently authorizing them to represent us, and especially when they offer cut rates or a bonus. THE LITERARY DIGEST mailing list showing dates of expiration of subscriptions is never given out to any one for collection of renewals. Better send subscriptions direct, or postpone giving your order until you can make inquiry. If you have reason to suspect that the members of your community are being swindled, notify your chief of police or sheriff, and the publishers, and arrange another interview with the agent at which you can take such action jointly as may seem proper.

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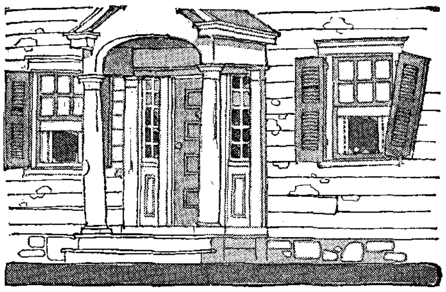

"Weather Wore Me—Not Age!"

If you could sheathe your house in a vacuum it would last for thousands of years. Weather causes ninety-nine per cent. of house decay.

Rain seeps through defective paint, creeps under cracks and scales. Then your wood rots, your house value is lowered, the tone of the neighborhood, too. Finally, the repair bills come.

Dutch Boy White Lead

and Dutch Boy linseed oil will save you from paint disaster. They do not vacuum your house but they weatherproof every spot, fill up every crack, sink in every exposed wood pore and rivet on your house a protective film that defies all weather. Pure White Lead and Pure Linseed Oil make a reliable paint—any tint—and they *last*. Watch your painter mix it.

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Tells how to mix materials for any surface or weather condition; how to choose look-best and last-longest colors; how to estimate quantity of paint and probable cost; how to test paint for purity.

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New York Boston Cincinnati Cleveland
Buffalo Chicago San Francisco St. Louis
(John T. Lewis & Bros. Co., Philadelphia)
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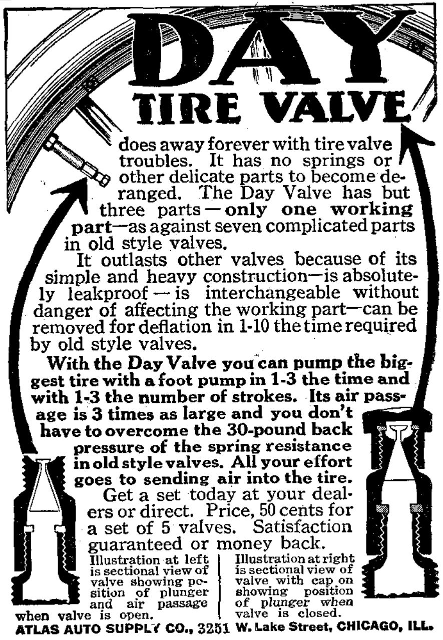

DAY TIRE VALVE

does away forever with tire valve troubles. It has no springs or other delicate parts to become deranged. The Day Valve has but three parts—**only one working part**—as against seven complicated parts in old style valves.

It outlasts other valves because of its simple and heavy construction—is absolutely leakproof—is interchangeable without danger of affecting the working part—can be removed for deflation in 1-10 the time required by old style valves.

With the Day Valve you can pump the biggest tire with a foot pump in 1-3 the time and with 1-3 the number of strokes. Its air passage is 3 times as large and you don't have to overcome the 30-pound back pressure of the spring resistance in old style valves. All your effort goes to sending air into the tire.

Get a set today at your dealers or direct. Price, 50 cents for a set of 5 valves. Satisfaction guaranteed or money back.

Illustration at left is sectional view of valve showing position of plunger and air passage when valve is open.

Illustration at right is sectional view of valve with cap on showing position of plunger when valve is closed.

ATLAS AUTO SUPPLY CO., 3251 W. Lake Street, CHICAGO, ILL.

CURRENT EVENTS

Mexico

May 21.—The Federals evacuate Saltillo.

May 23.—Rebel attacks on San Luis Potosi are reported from Mexico City.

May 24.—At Torreon Villa is reorganizing his army of 35,000 men and 75 guns preparatory to his march against Zacatecas, San Luis Potosi, and Mexico City.

May 25.—Villa announces that he expects no battle in Mexico City, and will immediately execute any one whose actions shall be likely to give cause for foreign intervention.

May 27.—Huerta is still in Mexico City and states definitely that he will not leave, and has had no thought of leaving the country.

Two consignments of arms are landed at Puerto, Mexico, by the Hamburg-American ships *Ypiranga* and *Bavaria*, billed to President Huerta.

The mediators working at Niagara Falls visit Toronto to attend a garden party in their honor given by the Duke of Connaught, Governor-General of Canada.

Foreign

May 22.—Suffragettes start a new war of revenge in London, slashing five paintings in the Royal Academy, reviling the King in public at a matinée performance at His Majesty's Theater, and screaming and fighting when brought to the police station.

Prince Mestchersky, mentor of the Czar, is imprisoned for publishing undesirable facts concerning the naval mutiny.

Seven of the army officers and all the civilians accused in the British Army canteen scandal have pleaded guilty to charges of graft.

May 23.—The London police raid suffragette headquarters, making one arrest.

Prince William of Wied and his family are forced to flee for protection to an Italian warship, when the rebelling Albanians plan an attack upon him.

Japan ratifies the new treaty with the United States.

The English aviator Hamel is believed to have perished in a storm while crossing the English Channel.

May 24.—Chained to their leader, London suffragettes battle with the police, but are finally repulsed, and Miss Pankhurst, whom they had surrounded, is taken.

May 25.—The Irish Home Rule Bill passes its third reading in the House of Commons.

Francis Kossuth, Hungarian patriot, dies in Budapest.

The British Government refuses definitely to participate in the Panama-Pacific Exposition.

May 26.—Despite suffragette threats to shoot the King's horse at the Derby, the King decides to attend as usual. In a raid on a militant apartment in London a shrapnel bomb is found.

H. B. Duryea's American horse, Durbar II., wins the English Derby at Epsom.

Domestic

WASHINGTON

May 21.—The bill for the opening of the Panama Canal on January 1, 1915, is signed by the President.

May 23.—The Department of Agriculture estimates the winter and spring wheat crops at 880,000,000 bushels.

May 25.—The United States Supreme Court holds that the liability of the *Titanic* owners extends only to salvage and freight and passage money.

GENERAL

May 21.—Five officials of the Carbon Steel Company are accused of furnishing inferior steel for the Panama locks; it is stated authoritatively that none of the material was used.

The new *Vaterland* arrives at New York and is delayed four hours in docking through difficulty with the tide and lack of adequate space.

May 22.—Ex-President Mellen, of the New Haven road, testifies that he shouldered all blame for the New Haven transactions in order to shield J. P. Morgan.

May 24.—Colonel Roosevelt denies the report that he will run for Governor of New York.

May 25.—Edward C. Simmons, of St. Louis, is offered a place on the Federal Reserve Board.

May 26.—Jacob A. Riis, writer and social worker, dies at his home in Barre, Mass.

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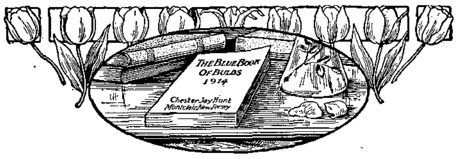
The Blue Book Of Bulbs 1914
Chester Jay Hunt Montclair New Jersey

The Blue Book will introduce to your garden the Breeder Tulips—their colors are wonderfully like the brocades of the French Empire.

THE BLUE BOOK OF BULBS

will be sent on request.

It is the recognized authority on all spring-flowering bulbs — Hyacinths, Tulips, Narcissi—for American gardens.

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It no longer costs a big sum to own a good typewriter and be business-like. For one-sixth the usual cost, you get the wonderful, practical Bennett with all important typewriter improvements: visible writing, adjustable margins, reversible ribbon, 84-character standard keyboard. It does the work of a $100 machine.

On Approval—Satisfaction Guaranteed

Over 35000 in use

The Bennett is as easily carried as a book. Very compact. Has only 250 parts. Other machines have as high as 3700 parts. Quality guaranteed—made by same men who make expensive Elliott-Fisher Billing Machines. Turns out neat work, and makes clear carbons. Sent on 10 days' trial. Money back unless satisfied. Write for catalog today. Live Agents wanted.

Chas. D. Bennett Co., 409 Cedar St., Harrisburg, Pa.

This lid calls halt!
to flies, dogs, rats, roaches.

Look for the Yellow Label!

Witt's
Witt's

Summer brings them all—exposed garbage and refuse encourage them. Witt's starves them out.

Tight-fitting lid seals Witt's like a vault—living pests can't get in, dead odors can't get out. Try Witt's this time. Made of rust-proof corrugated galvanized steel. Witt's outwears several of the ordinary kind and saves you money. Write for booklet and name of your nearest Witt dealer.

The Witt Cornice Co.
Dept. K, Cincinnati, O.

Witt's Can and Pail

VACATION TRIPS IN AMERICA

(*Continued from page* 1368)

lose variety or personality below Albany; nor, for that matter, above it. At Albany one may rest overnight before starting on the morrow for the historic country from which the Hudson flows south to the sea. Or in the season one can hurry on to Saratoga for the night.

To a man prest for time, the night boat up the Hudson offers a service comparable with that of the day boats. One can leave New York at six o'clock in the evening and find himself at daybreak either in Albany or Troy, ready to proceed to the natural playgrounds, which are gathered around the historic trail that runs north to Montreal, the traditional metropolis of Canada. He will find that pathway leading through Saratoga Springs and will make a distinct mistake if he neglects to stop, for a little time at least, in that most distinguished of all American spas.

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AN AMERICAN SEASHORE SCENE—TYPICAL BIT OF NEW ENGLAND COAST AT MARBLEHEAD NECK.

A great deal has been written of Saratoga in the past, and some little attempt has been made to spread abroad rumors that the place has fallen into a sort of desuetude. As a matter of fact, the contrary is true. While the closing of gambling-houses and the cessation of betting at its race-track undoubtedly ended the visits of a good many hundreds of men and women, yet these were of a class that worked no benefits to the real Saratoga. They were deterrents to its permanent growth. Nowadays, under the patronage of the government of New York, the place has taken a new lease of life and along the lines upon which it met its most distinguished successes in the long ago. The State has acquired the mineral springs, which still possess the wonderful healing qualities that two and three centuries ago made Indians from a great distance trek toward them. The abominable practise of pumping these springs has been ended and a commission of medical experts, with unlimited resources behind it, is preparing to establish thermal and other bathing establishments until Saratoga shall in every detail resemble Wiesbaden, Carlsbad, or Aix-les-Bains. Already it possesses many of the features of these European cures—daily free concerts by military bands in the gardens, huge hotels which long ago won reputations for comfort and fare, clean, attractive horse-racing, rid of touts and gamblers, so that one should not suffer from *ennui* at Saratoga. Those who have loved the beautiful village for what it really is have rejoiced in its new birth within the past two years.

From Saratoga a bare thirty miles to the north brings one to Lake George, but through direct rail travelers to Montreal will never catch a solitary glimpse of it, and that remains their misfortune. For a man to pass by Lake George, without making the slight detour that is necessary, must be due to one of two things—either he is in too much of a hurry, or no one has ever hinted of its glories to him.

In ancient days Lake George was known as the Lake of the Sacrament. That was the name given to it by Samuel de Champlain when he came boldly into its waters. The English discarded that title, Sir William Johnson using the lake for the glorification of his king. When you see it you will find yourself wishing that once again it bore the reverential name of the French. Lake George possesses the rare charm that sometimes comes with the sense of unreality. Its stern mountains, rising so abruptly from its shores, gives it a setting such as is given to few sheets of water. Its small, tree-filled islands give variety to its surface. The absence of railroads and considerable towns along its shores add to the sense of unreality. The few hotels and cottage settlements give just enough life and gaiety to take away somberness.

To see this beautiful American lake at its best, one should plan to be there on some summer night when the moon is full. Under soft blue lights on such a night the mystery grows; the entire long lake becomes more unreal still, a sort of ghostly and enchanted place, with the illusions and delights of a well-staged scene.

From Lake George it is a step down into Lake Champlain, a considerably larger lake and possest of equal historic charm. What real American could fail to find interest in Fort Ticonderoga, now intelligently restored to an almost exact replica of what it was in days when it was a military station to which rival generals gave much thought. Few well-read persons have forgotten the romance that surrounds Crown Point.

Lake Champlain lies in a great valley, distantly bordered by the Green Mountains and the Adirondacks. Excursions into both of these fastnesses from its shores are frequent and inexpensive. Ausable Chasm is close at hand. Somewhere back in the great "North Woods" of New York are Lakes Placid and Saranac, the bald top of Mount Marcy, all the joys of the Adirondack region. From the foot of Lake Champlain it is only a short journey by train to Montreal and the St. Lawrence River, which leads in majesty to the blue waters of the North Atlantic, fifteen hundred miles away. The man who is particularly interested in that great river with its Thousand Islands and its treacherous rapids, over which the white man has learned the Indian's trick of bringing vessels in perfect safety, will find his natural path branching off at Albany. A night's ride in a sleeping-car from Albany, or New York, will bring him to Clayton, on the St. Lawrence, hardly twenty miles from the point where that river takes its source from the outpouring flood of Ontario, the lowest of the Great Lakes.

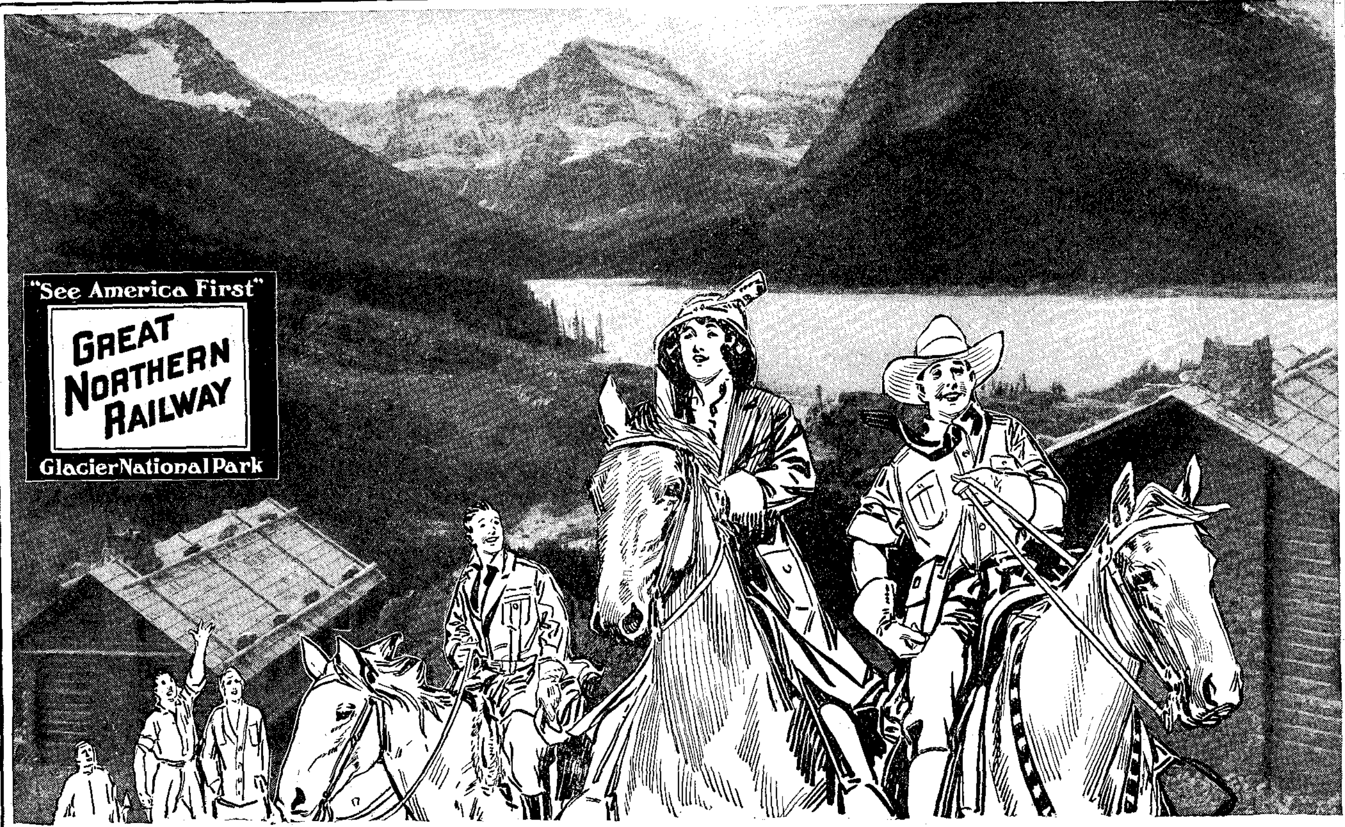
Clayton is the travel center of the Thousand Islands. It is inconceivable that any tourist could pass through that wonderful archipelago, long since one of the gayest of national playgrounds, without stopping at least a day and a night, for a summer day's water stroll among the islands and the gay illuminations and life at night. In the early morning an excellent steamer, bearing the red flag of the British Royal Mail service, will stop long enough to take you aboard for a short sail to Prescott, opposite Ogdensburg, and near the point where the St. Lawrence begins to be entirely a Canadian river. At Prescott you are transferred to a smaller boat, designed with wide decks for day service and a good sight of the rapids. The rest of the day you spend passing through the eight different rapids —the Long Sault and the Lachine, probably making the most definite impressions upon you.

The Hudson River Day Line is operated in three divisions, daily except Sunday, between New York and Albany; New York and Kingston; and New York and Poughkeepsie, with calls at important river landings.

The Catskills are reached at Kingston or Catskill by Hudson River steamers and by Hudson River and West Shore Divisions of the New York Central Lines connecting at Kingston with the Ulster & Delaware line, running to Oneonta on the western slope of the mountains; with branches to Hunter and Kaaterskill; at Catskill, with Catskill Mountain Railway to Cairo in the foothills and Tannersville on the mountain top via the Otis Elevating Railway and Catskill and Tannersville Railway. The hinterland of the Hudson and mountain regions south of the Catskills are penetrated by the Erie and Ontario & Western rail lines.

The Hudson Navigation Company maintains a fleet of five steamers appointed for night service, and equipped with powerful searchlights. These steamers are operated in two divisions between New York and Troy, and New York and Albany. A special Sunday day

(*Continued on page* 1402)



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You can tour the Park on foot, horseback, stage, automobile and launch, stopping at the Great Northern Railway's attractive chalet camps or pitching your tent where you will. Vacation $1 to $5 per day. Sunny days—cool nights. The new and enlarged Glacier Park Hotel, accommodating four hundred people, affords every convenience. Rates $3 to $5 per day.

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For your convenience, the following special tours of the Park by automobile, boat, stage and horseback have been arranged for the season: **One day tour—$8.25; Three day tour—$21.00; Five day tour—$31.25; Seven day tour—$47.00.**

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VACATION TRIPS IN AMERICA

(*Continued from page* 1400)

service in either direction between Troy, Albany, and New York is maintained by this line during the summer months.

From Albany northward to Saratoga, Lakes George and Champlain the route is by Delaware and Hudson Lines and connecting lake steamers. Also by same line for eastern Adirondack resorts and Montreal. For western Adirondack resorts Clayton on the St. Lawrence and Montreal through service is afforded from New York or Albany by the New York Central Lines.

Long Island seashore resorts are served by the Long Island Railroad system and in conjunction north shore points by Montauk Steamboat Line.

Ocean trips and cruises from New York include those to Quebec, with stops for sightseeing at Halifax, Charlottetown, Gaspé, and the Saguenay by the Quebec S. S. Company (operated by Canada S. S. Lines, Limited); to Old Point Comfort and Norfolk by Old Dominion Line.

Southward on Chesapeake Bay and connecting waterways trips may be taken between Norfolk and Washington by Norfolk and Washington Steamboat Company; between Baltimore and Norfolk by Baltimore Steam Packet Company; and between Baltimore and Philadelphia by Ericcson Line.

Summer trips to Bermuda, which are growing in popularity, may be made from New York by Royal Mail Steam Packet, and Quebec Steamship Company's steamers.

Tourists desiring to visit the Panama Canal during the summer months may journey thither by the Panama Steamship (Government) Line from New York; the United Fruit Company's ships from both New York and New Orleans, or the Royal Mail Steam Packet and Atlas Line (Hamburg-American) from New York.

MONTREAL, QUEBEC, SAGUENAY RIVER AND MARITIME PROVINCES

Montreal and Quebec are commercial cities of no little importance, yet they are, at all times of the year, great tourist centers. No man or woman interested in tracing the exploits of those sturdy Frenchmen, Cartier, Champlain, and Frontenac, along our northern frontier, can afford to miss either of these cities. The former offers notable churches and other institutions as attractions, while Quebec may be well listed high among resorts that are called incomparable. It is like a part of the past lingering in the present. Around both of these old towns is the fat land of the *habitans*, a land of thatched roofs and shrines, where men live in yesterdays, quite apart from the age of thermos bottles and six-cylinder cars.

Quebec is the gateway to one of the most wonderful river trips in America—the voyage down the St. Lawrence and up the Saguenay to Ha! Ha! Bay, Chicoutimi, and return. It takes the modern steamer in which you make the journey twenty-four hours to cover the trip in each direction. It is certain that you will not soon forget the majesty of Capes Eternity and Trinity. As American scenic features, they have no superiors.

From Montreal and Quebec through trains of the Canadian Government railways lead to the north and east—to summer playgrounds all too little known to most Americans. This line threads some of the gayest of the resorts on the lower St. Lawrence—Cacouna, Rivière du Loup, Bic, Metis, the fascinating Bay of Chaleur with Metapedia as a headquarters for salmon fishermen, and finally reaches Nova Scotia and the solid seaport city of Halifax. There are more resorts beyond Halifax—notably the Bras d'Or Lakes and Prince Edward Island. The popularity of all Nova Scotia may be the better appreciated when one learns that more than 200,000 tourists now visit it each summer.

Passenger service on Lake Ontario, the St. Lawrence, and the Saguenay rivers is almost entirely under control of the Canada Steamship Lines, Limited, operated under the following main divisions: Niagara Navigation between Lewiston (connecting with Niagara Great Gorge route), Queenstown, and Toronto; Richelieu and Ontario Division between Toronto Charlotte (Rochester) and Prescott, Prescott and Montreal, Montreal and Quebec, Quebec and Chicoutimi; Thousand Island Steamboat Division for Thousand Island local points, Kingston and Cape Vincent Line; River and Gulf of St. Lawrence Route, New York and Quebec summer cruises, North Shore and Labrador Service. Steamers of divisions between Lake Ontario and Saguenay River make close connections, enabling the tourist to make the through voyage from Toronto to the head of navigation on the Saguenay, 761 miles, in about two days' time.

Regular steamship service between Montreal and St. John's, N. F., is given by Black Diamond Line, with calls at Sydney and Charlottetown eastbound and at Sydney westbound. At St. John's steamers connect with Red Cross Line for New York.

North of the St. Lawrence River in Canada a water trip over the Rideau Chain of ten lakes and connecting waterways is afforded by the Rideau Lakes Navigation Company between Kingston and Ottawa.

CENTRAL NEW YORK AND NORTHWARD

Unconsciously we have strolled outside the boundaries of the State of New York. Yet we have not yet exhausted its resources. To prove that, take a steamboat that leaves New York in the early afternoon. From comfortable decks you will see the most brilliant part of the Hudson and steam into Rondout a little after dusk of a summer's night. After a rest overnight at a comfortable old-fashioned hotel in old-fashioned Kingston, you will be ready for a trip to the Catskills—into exclusive Onteora Park, or over a stout ridge and down into the lovely Susquehanna valley at the head of which lies Cooperstown, which might well be compared with Lenox. But Lenox has no such lake as "Glimmerglass," to quote the name that Cooper himself gave the water that came up to the edge of his boyhood home.

Glimmerglass—you will find this lake on the atlases as Otsego Lake—is the first of the many lakes of interior New York. Some of the finest of the interior towns of the State are located upon them or close to them. Cooperstown's nearest rival, Richfield Springs, boasts its own lake. So do the many resorts all the way across the State to Buffalo. It is a land too little known, but well worth visiting. When you reach Buffalo you may choose between many pathways. You may dip south to Lake Chautauqua, with its remarkable summer school, or go north to Niagara, which needs no description for any American.

Rail connection with Cooperstown and Otsego Lake steamers may be had by Ulster & Delaware from Kingston to Oneonta, thence by Cooperstown branch of Delaware & Hudson. Also from all points on Susquehanna division of Delaware & Hudson and from Utica, Herkimer, and Oneonta by Otsego & Herkimer Railroad. Richfield Springs is reached by last-named road; also by Richfield Springs branch of Utica division,

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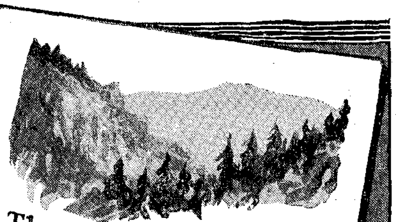

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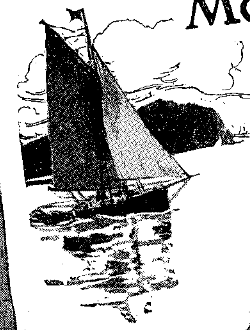

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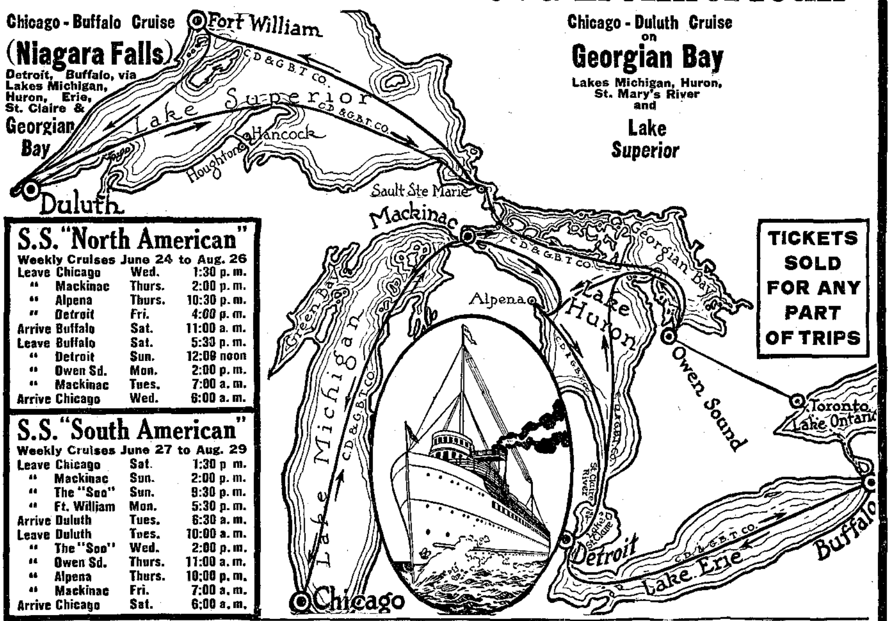

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"	Detroit	Fri.	4:00 p. m.
Arrive	Buffalo	Sat.	11:00 a. m.
Leave	Buffalo	Sat.	5:30 p. m.
"	Detroit	Sun.	12:00 noon
"	Owen Sd.	Mon.	2:00 p. m.
"	Mackinac	Tues.	7:00 a. m.
Arrive	Chicago	Wed.	6:00 a. m.

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Weekly Cruises June 27 to Aug. 29

Leave	Chicago	Sat.	1:30 p m.
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"	The "Soo"	Sun.	9:30 p. m.
"	Ft. William	Mon.	5:30 p. m.
Arrive	Duluth	Tues.	6:30 a. m.
Leave	Duluth	Tues.	10:00 a. m.
"	The "Soo"	Wed.	2:00 p. m.
"	Owen Sd.	Thurs.	11:00 a. m.
"	Alpena	Thurs.	10:00 p. m.
"	Mackinac	Fri.	7:00 a. m.
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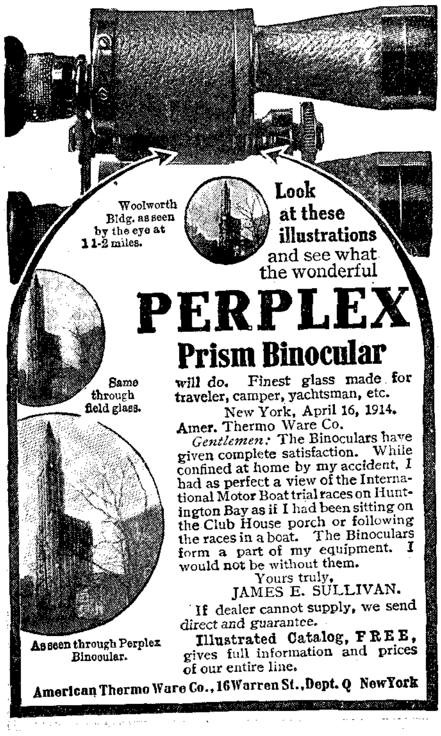
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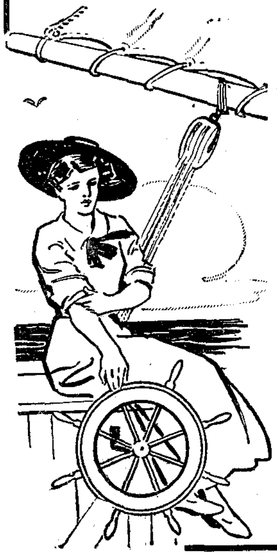

Beautiful pictures of actual scenes and interesting data touching on Long Island's popular resorts will be found in the book "Long Island and Real Life," sent on receipt of ten cents postage by the Gen'l Pass'r Agent, Long Island R.R., Room A 371, Pennsylvania Stn., N.Y.

Lackawanna Railroad. The principal gateways to Chautauqua Lake are Jamestown on the Erie and Mayville on the Pennsylvania; also electric line between Westfield (connection with Lake Shore and Nickel Plate trains) to Jamestown.

HIGHLANDS OF ONTARIO

From Niagara it is a short and lovely sail across to Toronto, which is a gateway to many Canadian summer places. A splendid and an interesting city in itself, it is the starting-point for boats that run to the Thousand Islands and through the rapids to Montreal and Quebec, while to the north and west of it are Georgian Bay, the Highlands of Ontario, the Muskoka Lakes, Lake Simcoe, the Kawatha Lakes, the Algonquin National Park, and other Canadian playgrounds—little known as yet and altogether too little appreciated.

The Highlands of Ontario are accessible by the following routes: Lake Simcoe and the Waterway Chain, known as the Muskoka Lakes, are reached by the Grand Trunk, Canadian Pacific and Canadian Northern Lines. Steamer service on Muskoka Lakes is given by the Muskoka Lakes Navigation and Hotel Co. The Kawartha Lakes are reached by Grand Trunk and Canadian Pacific Roads. The Algonquin National Park and Lake Nipissing regions may be visited by Grand Trunk and Canadian Pacific, and the Lake Temagami country is accessible by Temiskaming and Northern Ontario Railway and Temagami Hotel & Steamboat Company.

The Muskokas may be combined with a trip including the 30,000 islands of the Georgian Bay. This tour is made from Toronto to Penetang (via Grand Trunk), from Penetang to Rose Point, or Parry Sound by steamer, thence to Maple Lake by rail. From Maple Lake stage is taken to Port Cockburn, or to Rosseau, and thence steamer of the Muskoka Navigation Company for the sail down the lakes to Muskoka Wharf, connecting with Grand Trunk train for Toronto.

THE JERSEY COAST, PENNSYLVANIA AND SOUTHERN MOUNTAIN RESORTS

If New Jersey does not offer the same variety of resorts as her neighbor to the north, she possesses Atlantic City—the greatest and the most democratic of all American seashore resorts. To appreciate Atlantic City properly, one must have recourse to statistics. He must come to know that there are 1,200 hotels and boarding-houses in the place, and that of a week-end in summer it has not hesitated to accommodate four hundred thousand visitors at one time. Its Board Walk is as famous as Broadway or the Washington capitol, and at three o'clock of a bright Sunday afternoon in July or August, it provides the biggest show of holiday humanity the world has ever seen.

Atlantic City has been called "America's Brighton," and yet even the English Brighton pales in size and audacity before this young giant on the Jersey shore. Brighton is British, and Brighton is British territory. At Atlantic City you can do about anything you please, as long as you keep within the ordinary limits of propriety. You can bathe in a white silk bathing suit, or sit in a rolling-chair and read poetry in the original Greek—and still be unnoticed. Atlantic City is quite used to the unusual.

New Jersey, having already this year groomed one Atlantic City into an overwhelming season's success, is preparing two other candidates along her oceanfront. One of these is Cape May and the other Asbury Park. Both grow in favor each season. Like their greater brother they boast wonderful bathing-beaches, broad board walks, impeccable hotels, a wide variety of amusements.

Pennsylvania has no seashore, but, instead, hills and mountains—none of them attaining a greater reputation, perhaps, than the Pocono Mountains, which are easily accessible from Philadelphia or New York. At the base of the Poconos is the Delaware Water Gap, important both from a scenic point of view and from the point of view of the man or woman who is seeking a real playground. In the western portion of Pennsylvania are a variety of resorts, prominent among them Bedford Springs, situated in the high reaches of one of the ridges of the Alleghanies. Cambridge Springs, in the northwestern corner of the State, also has attained a high degree of popularity.

One who lived in the North might never think of going south of Mason and Dixon's line for a summer vacation, but there are a good many folk who find good summer playgrounds in the South. Deer Park, Md., the Hot Springs and White Sulphur Springs of Virginia, and Asheville, N. C., keep open throughout the year and rely upon their mountain altitudes to promise not only cool nights but clear and bracing days. The fact that they keep these promises is attested each year by their growth in patronage. Lake Toxaway, Hendersonville, Tyron, and Waynesville are in that wild mountain region known as "the land of the sky," over which towers Mount Mitchell.

Long Branch, Asbury Park, Barnegat, Atlantic City, and Cape May are reached from New York or Philadelphia by the Central Railroad of New Jersey or the Pennsylvania system and connections. In conjunction with the former road a steamer service is operated during the summer between New York and Atlantic Highlands.

Mount Pocono and Delaware Water Gap are reached by the Lackawanna Railroad, and Mauch Chunk by Lehigh Valley and Central Railroad of New Jersey lines. Luray Caverns, Blue Ridge, Shenandoah, and Cumberland Valley resorts are accessible by the Pennsylvania system and connecting lines. Natural Bridge, Virginia, is on the lines of the Chesapeake & Ohio and Norfolk & Western. In the southern Alleghanies, Virginia Hot Springs (2,500 feet above sea-level), White Sulphur Springs, and other resorts are reached by direct or connecting lines of the Pennsylvania, Chesapeake & Ohio, Norfolk and Western, Western Maryland, Cumberland Valley, and Baltimore & Ohio systems. Western North Carolina mountain resorts, such as Lake Toxaway, Hendersonville, Tyron, Waynesville, etc., are provided with through train service by the Southern Railway.

MIDDLE WEST AND GREAT LAKES

The man who lives in the Middle West—that populous section of the United States between the Alleghanies and the Rockies—finds many places bidding for his summer patronage. These bids take concrete form in particularly low round-trip rates east and west, north and south, from great traffic centers—Chicago and St. Louis. A man who lives anywhere near the Atlantic seaboard and who may be contemplating a trip to the Rockies or the West Coast will find it well worth his while to inquire into midsummer rates from Chicago or St. Louis.

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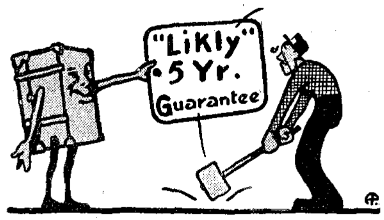

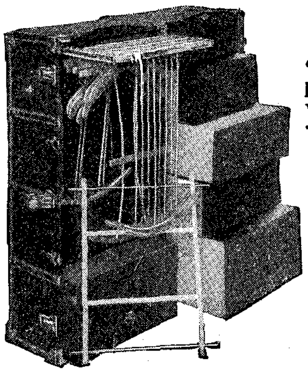

"Likly" Puritan Wardrobe Trunk

"Hanging Clothes gather no wrinkles"

That's the main reason for the leadership of "Likly" Wardrobe Trunks. You *hang* your clothes in. They stay *flat* in travel. The new "Likly" quick-lock follower (patented) keeps every garment as smooth and trim as a millionaire's valet or Mrs. Millionaire's French maid.

Reason No. 2 is this: Back of every "Likly" Trunk is 70 years' experience in building high grade luggage.

Over 50% of our skilled workmen have been with us over ten years. Our policy is no-skimp throughout.

With each "Likly" Wardrobe Trunk comes our 5-year guarantee.

"Likly" Wardrobe Trunks are made at prices ranging from $20.00 to $85.00. It's high time you owned one.

"Likly" Londoner Soft Kit Bag

This bag's style was born in England. Coached into perfect form by "Likly." Rapidly becoming a favorite among those who say style isn't sinful. Known technically as a Soft Kit Bag.

Filled, it assumes a squarish shape. Carries all you can think of at packing time. Room also for anything else you happen to forget.

Look again at this loungy fellow. How will you have him? Your choice of light russet cowhide or black pigskin in bold walrus grain.

Your dealer will show you "Likly" Kit Bags in models for men or women. Prices range from $15.00 to $40.00.

"Likly" Country Club Bag

Not yet a year old, and yet it is probably the largest selling oxford bag today! That is the record of this "Country Club" Bag.

An unusually roomy pattern. Has hand-sewn English frame. A handle that's riveted on to hold like Grim Death. Sewn by the staunch "Likly" flat-side stitching. Lining of plaid serge. On one side are elastic, rubber-lined pockets for toilet articles. On the other, three folio pockets.

Made of imported pigskin, embossed with a walrus grain.

Prices: 18-inch, $15.00; 20-inch, $16.50.

Comes also in imported East Indian black *Carabao* hide. This is the toughest hide known—and is as handsome as it is durable.

Prices: 18-inch, $25.00; 20-inch $27.50.

Established 1844 Henry Likly & Co. Makers Rochester, N.Y. Trade Mark

This brass trademark is found on all genuine "Likly" Luggage.

Send for the "Likly" catalog. Its 128 large pages describe the widest and most durable line of luggage made today.

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ROCHESTER, N. Y.

"LIKLY"
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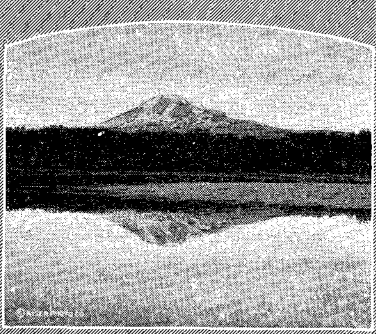
LUGGAGE
Asks no favors of the baggage man



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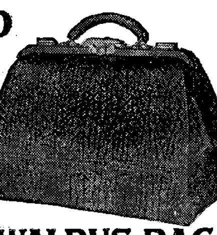

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AUSTIN'S SHOPS, 2 Court Street, Binghamton, N. Y.

A good many folk of the Middle West move toward the Atlantic seaboard or the Eastern mountain resorts for summer vacations. A good many others do not go as far. The shores of the Great Lakes abound in delightful resorts. At Cedar Island, in Lake Erie—in a rough sense halfway between Cleveland and Toledo—is a sort of fresh-water Atlantic City, while Mackinac Island, set like a gem in the great straits through which Lake Michigan is joined to Lake Huron, is a peculiarly fascinating place. Within short reach of Mackinac and on the foot of Lake Michigan are a group of playgrounds of popularity—Harbor Springs and Petoskey being the best known of them. Chicago people have good times on the shores of Michigan, which vie for patronage almost with Lake Geneva. Here are summer hotels and cottage resorts whose style and elegance will astonish Easterners who may know them only as names.

Trips over American inland fresh-water seas are afforded in great variety, ranging from a little overnight sail to the thousand-mile voyage between Duluth and Buffalo, or a more than two-thousand-mile week's cruise.

COLORADO MOUNTAIN RESORTS AND WESTERN NATIONAL PARKS

The Middle West seems to prefer to turn its face toward the setting sun, to uplands where the Rocky Mountains rise abruptly out of the Colorado plain. Names from the Mississippi and the Missouri valleys, and all the country adjacent to them, multiply on hotel registers at Denver, Colorado Springs, and Manitou. Some of the more adventurous tourists plunge still further. Fortunate is the man who finds Estes Park for the first time and the wonderful log-cabin inn that is such a feature of this place.

One of the most delightful things about Colorado is the ease with which you may see some of its spectacular places, without being compelled to dip deep into the mountains. Denver, Colorado Springs, and Pueblo are all built upon plains, yet you do not have to go more than two hours by train from any of them before you plunge into the wildest and most picturesque mountain scenery that is to be found on the American continent. The multiplicity of inexpensive one-day trips that radiate from these three cities will astonish you.

From Denver, tourists go up over the so-called "Moffat Road" to a point considerably beyond the continental divide and some 11,000 feet in height where they snowball each other in July and then return for evening dinner in the city. Vying with this trip in popularity is the excursion up over the famous Georgetown loop to the summit of Mount McKinley—more than 14,000 feet above the level of the sea.

From Colorado Springs there are at least three of these one-day trips that are popular. On one of them you may board a heavy touring automobile and, passing the gates of the Garden of the Gods and the entrance to the picturesque little village of Manitou, ascend to Crystal Park. You will probably vote it the most interesting and exciting motor-car trip that you have ever taken and will live to remember for a long time the fact that there is one point where the carefully constructed road makes seventeen turns within a single acre.

Great Lakes Trips are grouped in the following table. Several of these include weekly "all-expense" cruises, which are rapidly gaining in popularity with Great Lakes tourists. Sailings are based upon midsummer schedules.

Trips Between	*Lines*	*Sailings*
Buffalo, Erie, Cleveland	Cleveland & Buffalo Transit Co	Daily
Buffalo and Detroit	Detroit & Cleveland Nav. Co	Daily
Buffalo, Erie, Cleveland, Detroit, Mackinac, "The Soo," Marquette, Portage Lake, Duluth	Anchor Line	4-day intervals
Buffalo, Cleveland, Detroit, Mackinac, Harbor Springs, Chicago	Northern Steamship Co	Weekly
Buffalo, Detroit, Owen Sound, Alpena, Mackinac, Chicago	Chicago, Duluth and Georgian Bay Transit Co	Buffalo-Georgian Bay-Chicago week cruise
Buffalo, Mackinac, Milwaukee, Chicago	*Crosby Transportation Co*	Weekly
Cleveland and Put-in-Bay	Cleveland & Buffalo Transit Co	Daily
Cleveland & Port Stanley, Ont	Cleveland & Buffalo Transit Co	Daily
Cleveland and Detroit	Detroit & Cleveland Nav. Co	Double daily
Cleveland, Mackinac, St. Ignace	Detroit & Cleveland Nav. Co	Twice weekly
Cleveland, "Soo," Georgian Bay	Star Cole Line	Weekly
Toledo and Put-in-Bay	Detroit & Cleveland Nav. Co.	Daily
Toledo, Detroit, St. Clair River	White Star Line	Daily
Detroit, Sandusky, Lakeside	Ashley & Dustin Route	Daily
Port Huron, "The Soo," Houghton, and Duluth	Port Huron & Duluth S.S. Co	Weekly
Sarnia, "Soo," Fort William, and Port Arthur, Duluth	Northern Navigation Co	3 Sailings weekly
Owen Sound and "The Soo"	Dominion Transportation Co	2 Sailings weekly
Collingwood, Medford, Owen Sound, North Channel ports	Northern Navigation Co	3 Sailings weekly
Collingwood and Chicago	Northern Michigan Transp. Co	Weekly cruises
Collingwood, Parry Sound, Killarney, Little Current, "The Soo," Mackinac, Harbor Springs, Algoma, Kewaunee, Sheboygan, Milwaukee, and Chicago	Goodrich Steamship Lines	Weekly cruises
Port McNicoll, "Soo," Port Arthur, Fort William	Canadian Pacific Steamers	5 Sailings weekly
30,000 Islands, Georgian Bay, Penetang, to Parry Sound	Northern Navigation Co	Daily
"The Soo" and Chicago	Northern Michigan Transp. Co	Weekly cruises
"The Soo," Michipicoten, etc	Dominion Transportation Co	Twice-a-week
"The Soo," Mackinac, Western Shore of Lake Michigan ports, and Chicago	Goodrich Steamship Lines	Weekly
Mackinac, "The Soo," and local ports	Arnold Transit Co	Daily
Milwaukee, Grand Haven, and Muskegon	Crosby Transportation Co	Daily
Milwaukee, Luddington, Moinstee, and North	Pere Marquette Line	Daily
Chicago and South Haven	Chicago & South Haven S.S. Co	4 Sailings weekly
Chicago, Benton Harbor, and St. Joseph	Graham & Morton Transp. Co	Daily
Chicago, Racine, Milwaukee	Chicago, Racine & Milwaukee Line	Daily
Chicago, Waukegan, and Kenosha	Hill Steamboat Line	Daily
Chicago and Michigan City	Indiana Transportation Co	Daily
Chicago and Milwaukee	Goodrich Steamship Lines	Daily
Chicago, Grand Haven, Muskegon, Whitehall	Goodrich Steamship Lines	Daily
Chicago, South Haven, Saugatuck, and Douglas	Chicago & South Haven S.S. Co	3 Sailings weekly
Chicago, Petosky, Harbor Springs, Cheboygan, St. Ignace, and Michigan City	Northern Michigan Transp. Co	See Folders
Chicago, Waukegan, Kenosha, Milwaukee, Port Washington	Pere Marquette Line	6 Sailings weekly
Chicago, Mackinac, "The Soo," Fort William, Duluth, Owen Sound, and return	Chicago, Duluth and Georgian Bay Transit Co	Chicago-Duluth-Georgian Bay week cruise
Chicago, Mackinac, Alpena, Detroit, Buffalo, and return	Chicago, Duluth and Georgian Bay Transit Co	Chicago-Buffalo-Georgian Bay week cruise
Chicago, Harbor Springs, Mackinac, Detroit, Cleveland, and Buffalo	Northern Steamship Co	Weekly
Duluth, Isle Royale, Port Arthur	*U. S. & Dominion Transp. Co*	4 Sailings weekly

Cripple Creek scorns to be regarded as a resort, and yet it is the Mecca for tens of thousands of tourists each summer. The journey up there and back from Colorado Springs—also accomplished between morning and evening meals—is quite as dramatic a railroad trail as one may find within the four boundaries of this country.

The "star" excursion from Colorado Springs remains, however—the journey up Pike's Peak, by the cog-railroad, or on the backs of patient burros. When first you see Pike's Peak, probably wearing a snow-cap on its great bald top, you will see why the early emigrants, making their patient way toward the land of the setting sun, gave it such reverence. It was the landmark that guided them for a hundred weary miles—the dim and ghostly thing that showed them from afar that the dreary plains were nearly past and the mountains close at hand.

Pike's Peak dominates Colorado Springs. It dominates a great portion of the State from which that smart resort town takes its name. But to reach the cog-railroad, or the burros, you must go six miles inland and upland from "the Springs," finally ascending the main street of Manitou, which, with its gay summer crowds, makes you think of a Jersey seashore resort moved two thousand miles inland. If you are patient and your nerves are well hardened, you may ride on the burros. Probably you will prefer the cog-railroad. In a highly energetic and practical fashion it lifts you to the highest point that a locomotive has ever reached, and performs the entire stiff, hill-climbing journey within something like ninety minutes. In those ninety minutes you have quickly run the gamut of many climates—all the way from the warmth of the north temperate zone in midsummer to the tree-line and beyond—past the point where an occasional spear of tough mountain grass decides that it is no use trying to find an existence.

The view from the top of Pike's Peak is hardly describable. To the east miles upon miles of the plains, from a great distance like an unbounded sea—in every other direction the convolutions of the stiff backbone of America. They tell you that the Sangre de Christo Mountains to the west are ninety miles distant, but it seems to the eye hardly more than a stiff day's ride in the saddle of a mountain mule.

Colorado is only the beginning of a huge playground—that does not really end until it dips down into the waters of the Pacific. Yesterday the one great place was the Yellowstone National Park, somewhat inaccessible, to be sure, but offering real attractions in the form of long staging tours, camping in the open, and weeks in the saddles of sure-footed ponies. To-day there are other great national parks, Rainier and Glacier National, best known among the newcomers, yet the splendors of the Yellowstone are not one whit less beautiful than they were yesterday. And the railroads, by the extensions of their lines to the very gates of these three parks, have made them more easily accessible than ever before.

Transcontinental trips may be made by the following routes: The Canadian Pacific, which unites Halifax and Vancouver, having its own steamship fleets on the two oceans and the Great Lakes, offers a transcontinental tour leading

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Spend your vacation at Grove Park Inn, located in the highest region east of the Rockies. The ozone in this mountain air produces cool, restful sleep on the warmest summer nights. All forms of outdoor sports including golf, tennis, hunting, horseback riding and mountain climbing.

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Your summer vacation will take on added charm and benefit at this summer comfort hotel. Write for Booklet "A" and special summer rates.

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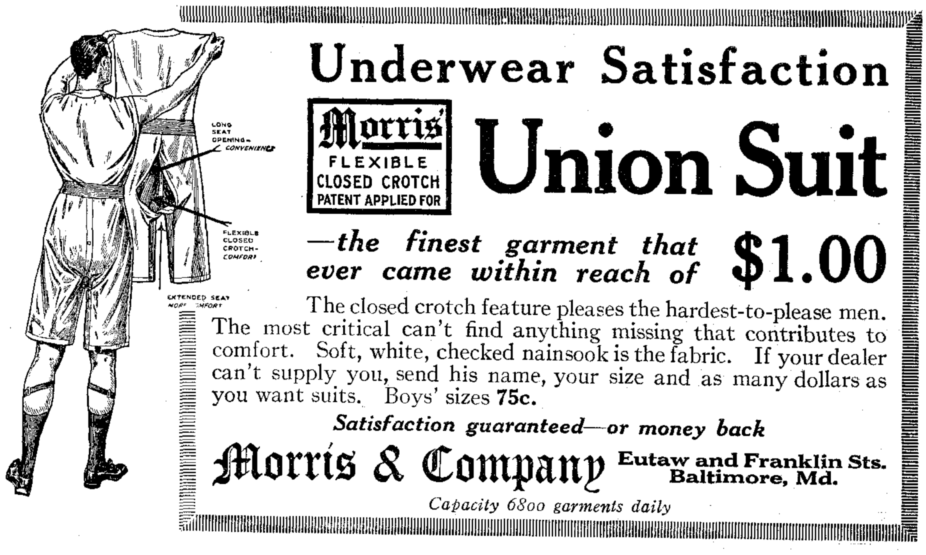
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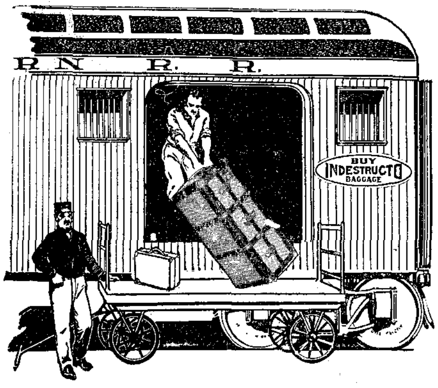

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That's our guarantee; five years' trunk service, regardless of what happens or how far you travel.

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Indestructo wardrobes embody the famous Indestructo [construction and are the strongest wardrobe trunks made. The box is made of six-ply hardwood veneer, strong as a safe. The interior is built to wear. The clothes hangers will not break. For your own protection avoid wardrobes built to sell at a price. Remember! You get what you pay for. Every Indestructo wardrobe is made to wear indefinitely, and we guarantee five years of service.

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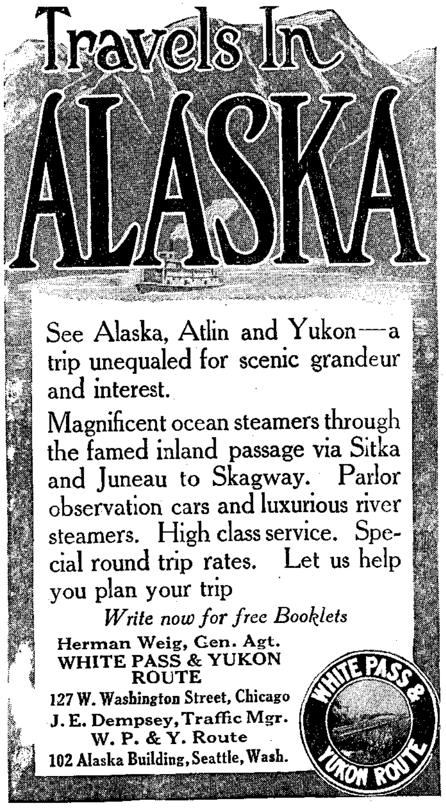

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through the Canadian Rockies. South of our northern border are seven transcontinental lines. The most northerly is the Great Northern, extending from Duluth and St. Paul to Vancouver, B. C., and Portland via the Glacier National Park. This system operates a fleet of trans-Pacific steamships which sail from Seattle and the Northern S. S. fleet on the Great Lakes. Next southward is the Northern Pacific Line, extending from Duluth and St. Paul to Portland and Tacoma, with Yellowstone National Park as its leading scenic attraction. Both the Great Northern and Northern Pacific now operate their own lines into Winnipeg. Almost paralleling both roads is the Chicago, Milwaukee & St. Paul from Chicago and St. Paul to Tacoma and Seattle. Midway between Canada and the Gulf extends the Union Pacific's overland route, from Omaha and Kansas City to San Francisco and Portland. The newest transcontinental line in the United States is the Denver & Rio Grande-Western Pacific, from Denver to Salt Lake, thence to San Francisco, via Feather River Cañon. Still further southward runs the Santa Fé, the Grand Cañon route, between Chicago, Los Angeles, and San Francisco. Most southerly of all transcontinentals is the Sunset Route of the Southern Pacific, between New Orleans (with its own steamship line between that city and New York) and San Francisco, and from the latter city extending northward by the Shasta Route to Portland, with connections via Oregon & Washington R.R. & Navigation Co. with Tacoma and Seattle.

Radiating from Chicago are important systems having through train connections over the foregoing transcontinental roads. The Chicago and Northwestern, running to Duluth, St. Paul, and Omaha, sends through trains to the Pacific Coast via the Union Pacific and Southern Pacific. The Burlington route to Kansas City, Denver, Billings, and St. Paul operates a through service over the Southern Pacific, Denver, Rio Grande-Western Pacific, Northern Pacific, and Great Northern. The "Soo" line from Chicago and Sault Ste. Marie to St. Paul, Duluth, and Portland affords through service over the Canadian Pacific to Winnipeg and Pacific coast points via Spokane, or to Vancouver direct. Tourists to the Pacific Coast from Chicago are offered through train service by the Rock Island System with its westward line to Denver, thence over Denver, Rio Grande-Western Pacific; and its southwesterly line to Santa Rosa, N. M., thence via El Paso and Southwestern and Southern Pacific. Through trains may be taken also over the Rock Island System from St. Louis, via Kansas City, El Paso, and Tucson to the coast, and also from St. Louis via Kansas City, Topeka, Denver, and Salt Lake City. Direct connection is also made from Memphis to the coast by this system. The Chicago Great Western to St. Paul, Omaha, and Kansas City sends trains to the Pacific via Santa Fé System from Kansas City and St. Joseph, and via the Great Northern and Northern Pacific from St. Paul. The Chicago & Alton to St. Louis and Kansas City connects with the Santa Fé. The Alton with the St. Louis and Iron Mountain offers a direct route also between Chicago and Hot Springs. Between Chicago and New Orleans through service is provided by the Illinois Central System. Between Chicago and Hot Springs, Ark., through service is provided by the Illinois Central and Rock Island lines and from Memphis to Hot Springs through Little Rock.

From Chicago southward, reaching French Lick Springs, is the Chicago, Indianapolis & Louisville Railway (Monon Route). From St. Louis, Memphis, and New Orleans extend westward arms of the Missouri Pacific system, reaching the Pacific Coast by several connecting routes. From Salt Lake to Los Angeles extends the system of the San Pedro, Los Angeles & Salt Lake, operating through trains from Chicago to Los Angeles via Chicago and Northwestern, Union Pacific, Oregon Short Line, and Chicago, Milwaukee & St. Paul, with steamer connection Los Angeles-San Diego to San Francisco.

Yosemite Park is reached by the Southern Pacific and Santa Fé Railroads to Merced and thence by Yosemite Valley Railroad to El Portal.

The Grand Cañon in Arizona is accessible by Santa Fé System to Williams, thence northward to the Cañon's brink by branch line.

The three chief gateways to Estes Park are Longmont on the Colorado and Southern and Burlington roads, Lyons on the latter line, and Loveland and Boulder on the Colorado and Southern, and these points can be reached from Denver by any of the lines from the east connecting at that point.

Ranier National Park is reached by rail to Ashford, Washington, thence by motor-stage line. Train service is afforded by the Chicago, Milwaukee & St. Paul and the Tacoma-Eastern railways.

Access to Yellowstone Park is from four points. Yellowstone Station is the direct park entrance on the west, Gardiner on the north. Tourists may go also to Cody, Wyo., thence by coach, or from Lander, Wyo., thence by horseback. Government statistics show the following number of visitors entered the park during 1913: at Yellowstone, 11,907; at Gardiner, 11,294; from Cody, 1,311; from Lander, 417. Yellowstone Station is reached by Union Pacific System in conjunction with Oregon Short Line. Train service to Gardiner is by Northern Pacific Railroad from Duluth, also with the through trains from Chicago, via the Burlington route. Tourists going to the park via Cody may take through trains from Chicago via the Burlington Road. The direct route from Chicago to Lander is by Chicago Northwestern. Tourists to this Park may also leave Chicago by Rock Island and St. Paul roads with western direct connections.

Glacier National Park is reached by the Great Northern Railway, with stations at the two gateways, Glacier Park Station on the east, Belton on the west.

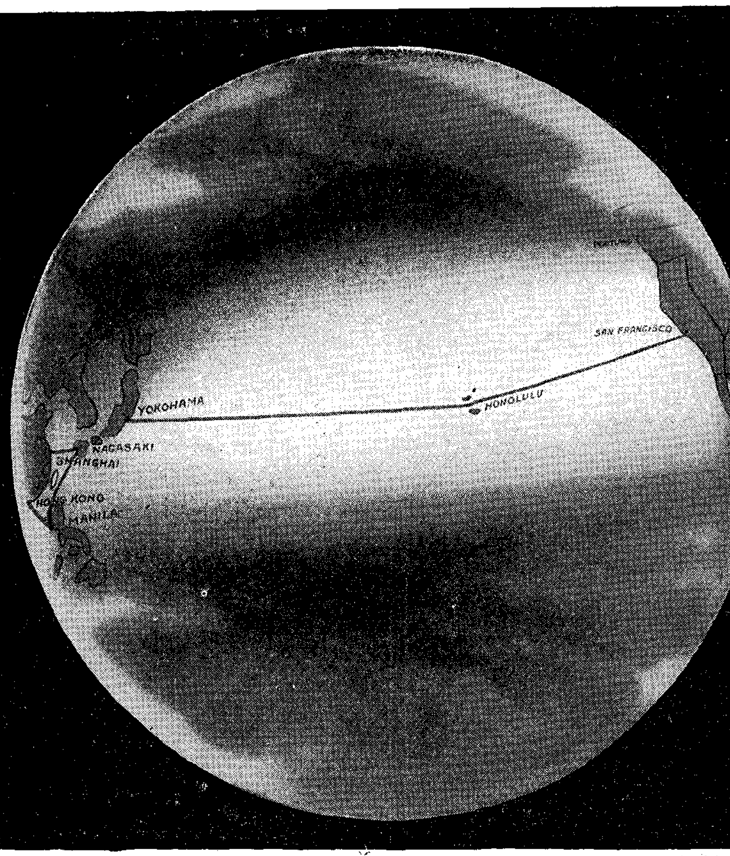
Attractive trips into the heart of the American Rockies originate from Denver, reached from points east and south by the Rock Island, Union Pacific, Chicago & Northwestern, Burlington, Missouri Pacific, and Santa Fé systems with connections. A few hours' ride from Denver over the Georgetown Loop brings the traveler to the Gray's Peak Route, the rails of which ascend to the summit of Mt. McClellan or to the aerial tramway which lifts visitors to Sunrise Park. Another railroad ride may be taken by Manitou & Pike's Peak cogwheel line, supplementing the Colorado Midland and Denver & Rio Grande Railroad in the 14,000-foot climb from Manitou to the cap of Pike's Peak. Many other points in the Rockies may be visited by Denver & Rio Grande-Western Pacific, Denver, Northwestern, and Pacific to Dixie Lake and Corona, Union Pacific, Santa Fé, Colorado and Southern. Resorts in the Canadian Rockies are penetrated by the Canadian Pacific transcontinental line.

PACIFIC COAST AND ALASKA

One thinks of California as a winter resort, distinctly, yet the shore hotels as far south as San Diego are filled with tourists all through the summer. At Monterey, which boasts that its climate does not vary ten degrees in summer and winter, the busiest month of the year is September, while Lake Tahoe and the valley of the Yosemite—distinctive features of California—are only to be seen in the summer. Shasta boasts a large summer patronage, so do the other mountain places all the way along this route of wonders north to Rainier. And when you think of Rainier you think of Seattle, the wonder city at its foot, and remember that from Seattle steamers are sailing all summer long to Alaska, America's treasure-box, whose lid as yet has been barely pried open.

Each year Alaska grows in favor with the tourist. He knows it to be a land that has not yet emerged from its era of romance. The very fact that it is distant, and accessible for so small a portion of the year, is apt to make him only the more anxious to go there. Several steamship companies run to Alaska with passenger service, and if their vessels have not yet come to North

(*Continued on page* 1412)



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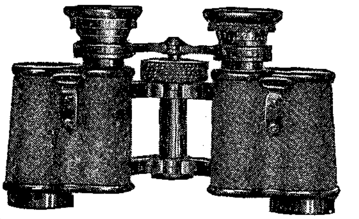

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Travel and Resort Directory

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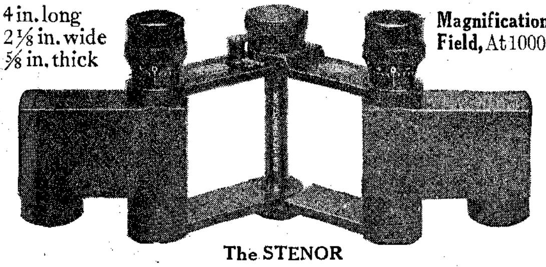

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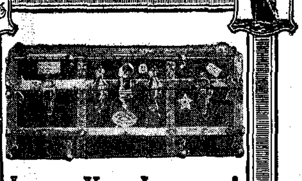

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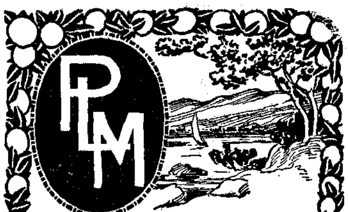

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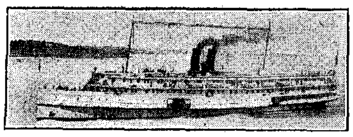

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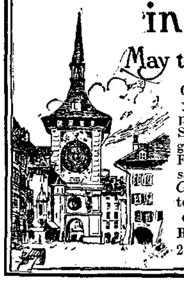

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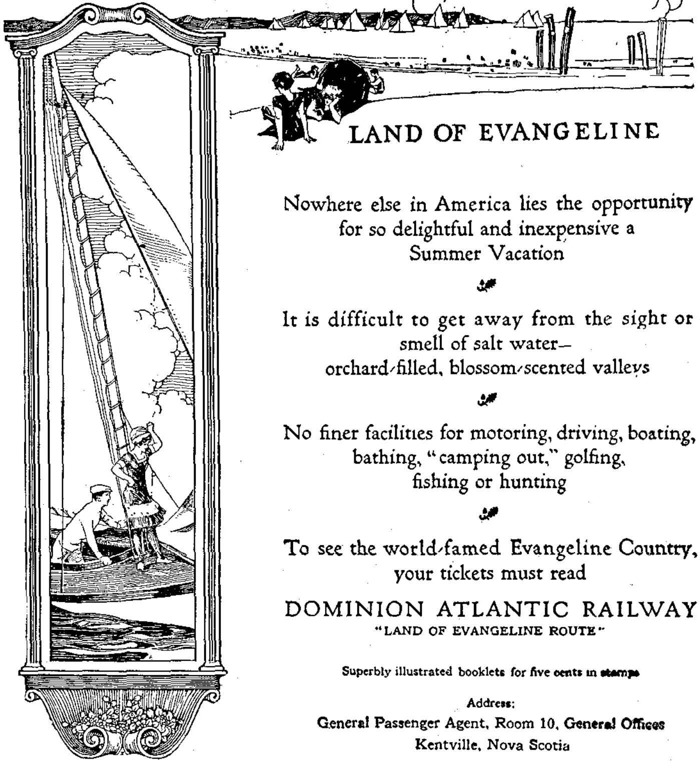

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(*Continued from page* 1409)

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If Alaska is near the north pole, and real glaciers its dominating scenic features, the fact remains that its summers, tho short, are ofttimes uncomfortably warm. Agriculture thrives there. The crops of the country are astonishing. Last year Alaska boasted an agricultural fair—a thing that would have been deemed impossible when Seward bought the territory from the Russians—back in '67.

From Seattle steamers sail also to Victoria, Vancouver, the terminus of the Canadian Pacific and Canadian Northern transcontinental lines, and to Prince Rupert, the terminus of the Grand Trunk Pacific. The Canadian Pacific long took its place as one of the scenic wonder-routes of the continent. Its trains start from both Montreal and Toronto, and after traversing many miles of flat and tremendously fertile country, plunge for a night and a day through the heart of a territory as well forested and as magnificent in snow-capped peaks as any part of Switzerland. The transcontinental lines of the Canadian Northern and of the Grand Trunk Pacific, just now approaching completion, are well to the north of the earlier road. As yet the territory they traverse is absolutely unknown and unapproachable to tourists. In a little while, however, sophisticated travelers will be demanding of one another how well they like the climate and the attractions of Prince Rupert.

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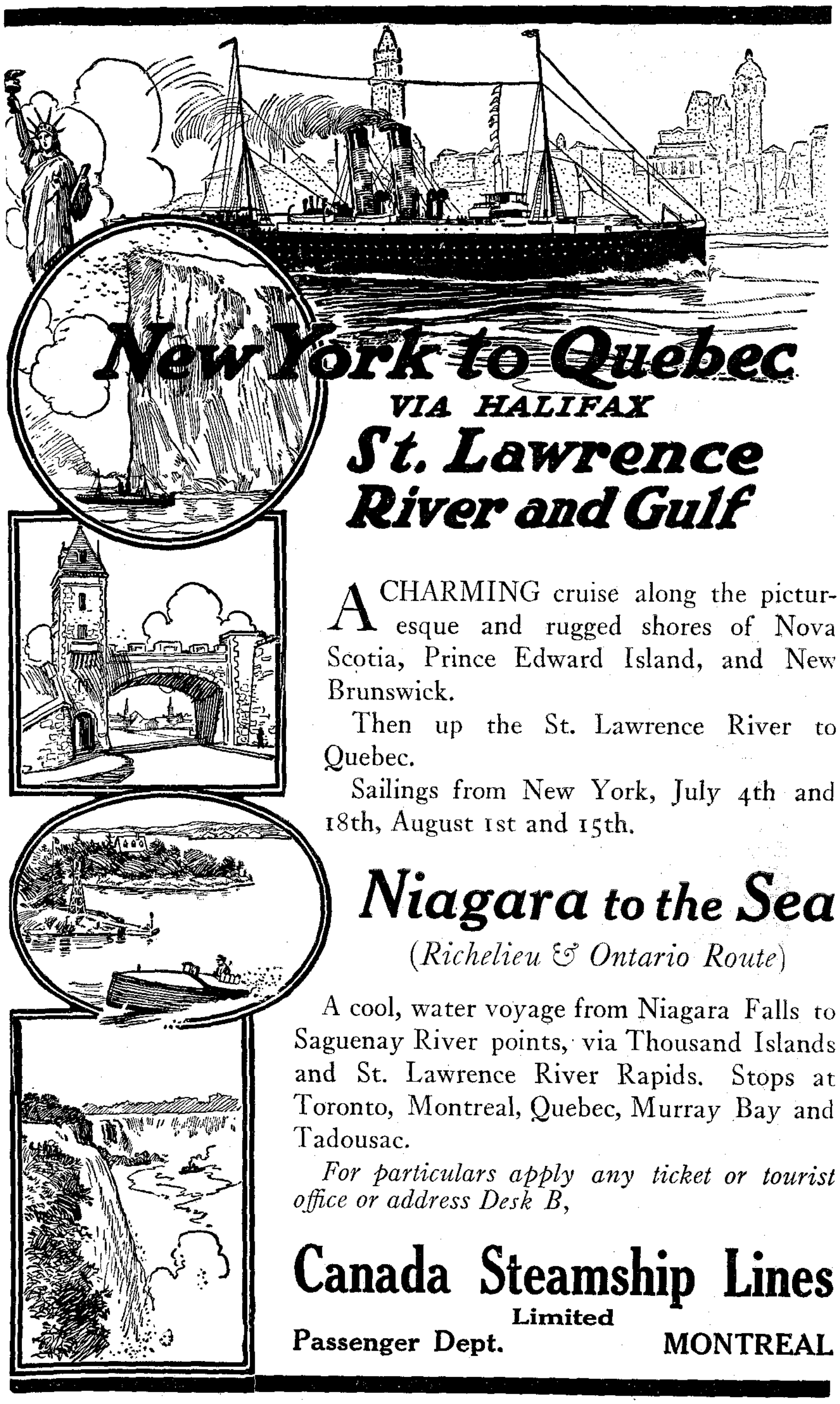

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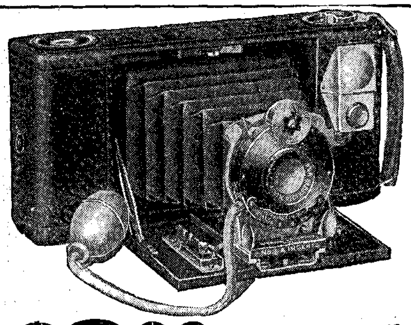

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In Alaska tourists to the Yukon take coastwise steamships (described above) from British Columbia or United States ports to Skagway, north of Sitka, thence by the White Pass & Yukon Railway to White Horse. Here a river steamer of the same system is boarded for the 460-mile journey to Dawson. Steamer of the same line may be taken from here down to Fairbanks (time, 4 days). Here connection is made with the steamers of the American Navigation Company for Fairbanks and St. Michael. At the latter place connection is made with the steamships of the Alaska Steamship Company and the Pacific Coast Steamship Company for Nome and Seattle. The price of this trip, covering 6,200 miles and occupying about 40 days, is $265. The $265 includes a side trip from Tanana to Fairbanks and return.

Of all trips over northern rivers that from Dawson down the Yukon, 700 miles, and up the Tanana, about 300 miles, to Fairbanks is most rich in unusual experiences. The traveler crosses and recrosses the arctic circle, he sees the wonderful spectacle of the midnight sun, and he sails down a river described thus by a writer:

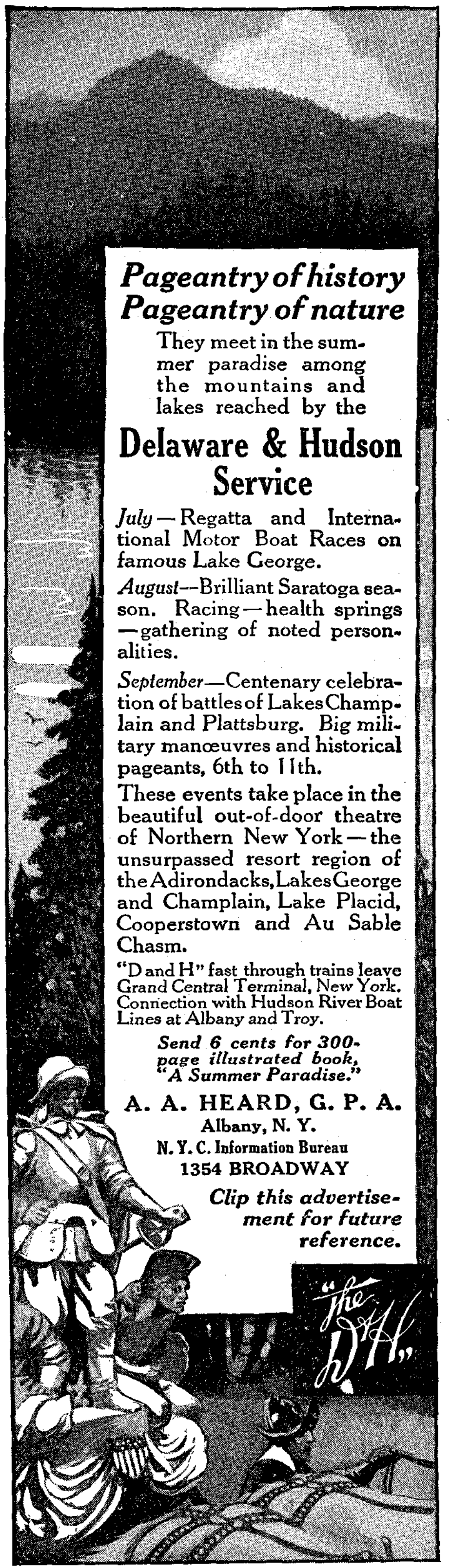
"The surging waters have cut through the lower spurs of a great mountain range. For a hundred and fifty miles the steamer plies this route of ever-changing scenic grandeur. Winding around and between countless islands, at times running close under the lee of huge granite cliffs—now passing the swift foaming White River, where it mingles with the Yukon—then Stewart River and Indian River—there is not a single mile of the way but holds vivid interest."

Aside from the southeastern Alaska excursion from Seattle or Vancouver to Skagway, the most popular Alaska trip is to Skagway and thence via the White Pass & Yukon Rail and interior steamer lines to Lake Atlin, White Horse, and Dawson, returning the same way. The fare for this trip, including side-trip from Caribou to Atlin and return, is $175. Boats for Atlin leave Caribou every Monday and Thursday evening and arrive in Atlin the following morning.

In all the northern regions there are few places of greater scenic charm than the chain of sapphire lakes, "mountain and forest girt," traversed in the eighty-mile trip between Caribou and Atlin. For miles the steamer threads its way through a succession of islands, islets, and past promontories, bays, and inlets. A tourist to Alaska recently said:

"The trip to Sitka and Skagway is certainly worth while, but if I had gone no farther than Skagway, I would have thought my tour at least partially in vain, for I would have missed wonderful Atlin Lake—where the rivalry of the Swiss Alps, the Canadian Rockies, and the Italian lakes seems to meet in one supreme effort at scenic climax."

To give in one article details of American summer-playgrounds is quite out of the question. This article has not sought to do that. It has merely attempted to give the framework of our national system of playgrounds. Any well-equipped tourist bureau or railroad agency will fill in further details. An inquiry will bring you reams of literature—as to trains and boats and their schedules, hotels, camping tours—steamer journeys up and down both our east and our west coasts—all of it carefully prepared by men who have made your playtime their study for many years. All that is needed on your part is the time, the inclination—and the money.



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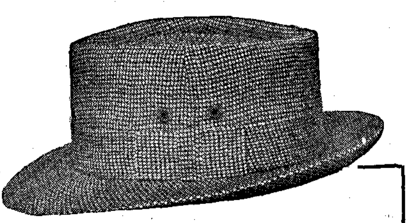

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